



Planning Statement

One Lord Street

Client: Linear Living Lord Street Limited

20/02/2026



Contents

1. Introduction	5
Scheme Description	5
Linear	5
Application Documents	6
2. Site and Surroundings	9
Site	9
Surrounding Context	9
Wider Area Context	10
Site Designations	10
Planning History	11
3. Proposed Development	15
Description of Development	15
Housing Mix	15
Layout and Design	15
Internal Layout	17
Access and Parking	19
Landscaping	20
Waste	20
Operational Strategy	21
4. Pre-Application Engagement	23
Engagement with Manchester City Council	23
Public Consultation	23
5. Planning Policy Context	26
Adopted Development Plan	26
Draft Local Plan	39
Supplementary Planning Documents/Guidance	41
National Planning Policy Framework (December 2024)	43
Manchester Residential Quality Guidance (2017)	44
Manchester Green and Blue Infrastructure Strategy (2015)	44
Strangeways and Cambridge SRF (2025)	45
Manchester Northern Gateway SRF (2019)	45
Great Ducie Street SRF (2018)	45
Housing Land Supply & Delivery Test	46
6. Development Plan Compliance	48



Principle of Development	48
Design	49
Landscaping	51
Amenity	51
Heritage	53
Energy and Sustainability	55
Technical Considerations	56

7. Planning Balance **67**

Economic Benefits	67
Social Benefits	67
Environmental Benefits	68

Appendix A – Relevant Policies **71**

Appendix B – Green and Blue Infrastructure Statement **92**

Document Issue Sheet

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1

Introduction

1. Introduction



- 1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, Linear Living Lord Street Limited. The statement accompanies a planning application for proposed residential development and associated landscaping at Land bounded by Cheetham Hill Road, Lord Street & Fernie Street.
- 1.2 This statement sets out the conformity of the proposals with the development plan and relevant national policy, as well as any other material considerations having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Scheme Description

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

Demolition of existing structures and erection of a residential apartment development comprising 251no. dwellings (Use Class C3) with landscaping and associated works.

Linear

- 1.4 Linear Living is the associated property development arm of the UK wide Linear Group. A collaborative and customer focused developer with over 30 years of proven construction experience, they work with landowners, funders and the public sector to deliver premium and affordable developments in the North West of England and Central Scotland.
- 1.5 Linear Living offers all stakeholders the comfort of full in-house deliverability. From initial land appraisals & acquisition, planning development, construction by Linear Group, sales & marketing, and aftercare.



Application Documents

1.6 This Planning Statement should be read alongside the Architectural plans/drawings and supporting documents submitted to accompany the planning application. The application documents comprise:

- ✓ Air Quality Assessment, prepared by Redmore;
- ✓ Archaeology and Heritage Desk-Based Assessment, prepared by Oxford Archaeology;
- ✓ Broadband Connectivity Assessment prepared, by GTech Surveys Ltd;
- ✓ Television and Radio Reception Impact Assessment, prepared by GTech Surveys Ltd;
- ✓ Construction Phase Health Safety Plan, prepared by Linear Construction;
- ✓ Employment Opportunity Plan, prepared by Linear Construction;
- ✓ Site Waste Management Plan, prepared Linear Construction;
- ✓ Crime Impact Statement, prepared by Greater Manchester Police;
- ✓ Design and Access Statement, prepared by AEW;
- ✓ Energy and Carbon Statement inc. Energy and Carbon proforma, prepared by Element Sustainability;
- ✓ Environmental Noise Survey and Intrusive Noise Report, prepared by Sol Acoustic;
- ✓ Environmental Standards Statement, prepared by Element Sustainability;
- ✓ Landscape DAS, prepared by Re-form
- ✓ Life Cycle Assessment, prepared by Element Sustainability;
- ✓ Environmental Statement, co-ordinated by Ramboll:
 - Environmental Statement Non-Technical Summary, prepared by Ramboll;
 - Environmental Statement Volume 1 – Main Environmental Statement. prepared by Ramboll;
 - Environmental Statement Volume 2 – Built Heritage, Townscape and Visual Impact Assessment, prepared by Re-form; and
 - Environmental Statement Volume 3 – Appendices, compiled by Ramboll;
- ✓ Financial Viability Statement, prepared by CBRE;
- ✓ Flood Risk Assessment and Drainage Strategy Report, prepared by Civic;
- ✓ Gateway One Fire Statement, prepared by OFR;
- ✓ Ground Contamination Preliminary Risk Assessment, prepared by Enzygo;



- Interim Travel Plan, prepared by Curtins;
- Transport Statement, prepared by Curtins;
- Waste Management Strategy, prepared by Curtins;
- Preliminary Ecological Appraisal Report, prepared by E3P;
- Statutory Biodiversity Metric Report and Calculation Tool, prepared by E3P;
- Statement of Community Involvement, prepared by Enabl;
- Ventilation Statement, prepared by CAD21; and
- Planning Statement, prepared by Enabl (this document).



2

Site and Surroundings

2. Site and Surroundings

Site

- 2.1 The site is located within the northern fringe of Manchester City Centre, bounded by Cheetham Hill Road (A665) to the West, Lord Street to the north, Fernie Street to the east, and a petrol filling station to the south.
- 2.2 The site comprises a vacant plot of derelict land colonised by overgrown vegetation. A small derelict section of the building which previously occupied the site is still present in the south-western corner of the site.



Fig. 1: Site Location

Surrounding Context

- 2.3 It is located in a mixed-use area with predominantly residential land uses to the south and east in the Green Quarter and mix of low and mid-rise commercial units to the north, west, characteristic of the site's location on the City Fringe.
- 2.4 Due to its location just outside the city centre, the site is surrounded by a mix of uses including retail, commercial and leisure, offices and residential. The site therefore benefits from the wealth and shops, services and amenities within the city. Other nearby local amenities include the Manchester Fort Shopping Park and the various shops and traders in Cheetham Hill and Strangeways. The Green Quarter itself also contains a Co-op Food store.
- 2.5 Angel Meadow Park is situated within a reasonable walking distance from the site. Slightly further afield are Sand Hills and Queens Park, Cheetham Park, situated North of the site.

- 2.6 Within a 300m radius, there are nine listed buildings, all Grade II. These are St Chad's Cheetham Hill First World War Memorial Cross, Former Free Library, Cheetham Town Hall Annexe (former), Ashton House, Roman Catholic Church of St Chad and attached Presbytery and boundary walls, Cheetham Town Hall (former), Former Synagogue, Charter Street Mission (former Ragged School) and Knowsley Hotel.
- 2.7 The nearest bus stops are located approximately 75m to the South of the site along the A665 Cheetham Hill Road, which offers services to Piccadilly Gardens, Fallowfield, Withington, Didsbury, Northenden, Sale, Cheetham Hill, Middleton, Prestwich, Whitefield and Bury. Furthermore, the site is within walking distance of both Shudehill Interchange and Victoria Station, providing access to a wider range of frequent bus services connecting to surrounding areas across Manchester and the wider Greater Manchester Area.
- 2.8 The site is located on Cheetham Hill Road, which comprises cycle lanes to the north of the site as well as advanced cycle stop lines on all signal junctions along the road. The road provides a connection to cycle routes within the centre of Manchester, such as along Fountain Street. These routes link the site to the National Cycle Routes Network.
- 2.9 The nearest train station is Manchester Victoria (within 700m walk of the site – approximately a 10-minute walk). The station provides frequent services to destinations such as Burnerly, Huddersfield, Blackpool, Newcastle, Wigan, Leeds, Chester, Hull and Manchester Airport.
- 2.10 The Metrolink is also located within Victoria Train Station, which provides frequent services to areas along the route to Altrincham, Bury, Manchester Piccadilly, Rochdale, East Disbury, Shaw and Crompton, as well as a connection to the wider Metrolink network.
- 2.11 Further details of the site location, context, surroundings and accessibility can be found in the Design and Access Statement, prepared by AEW Architects.

Wider Area Context

- 2.12 The wider locality north of the city centre is currently the focus of large-scale urban regeneration. This includes:
- The Green Quarter, which the site occupies the north-western corner of, which has already seen comprehensive redevelopment as a primarily residential neighbourhood to feed into the city centre.
 - Strangeways, an inner-city commercial and light industrial area of Manchester which also accommodates HMP Manchester. A Strategic Regeneration Framework has recently been adopted to shape the comprehensive regeneration of this area.
 - Victoria North, one of the UK's largest and most ambitious regeneration projects stretching from the city centre to Queens Park. It aims to deliver 15,000 homes and create new and distinct neighbourhoods on largely under-utilised and brownfield land. At the heart of the regeneration is City River Park with 46 hectares of new and improved parkland.

Site Designations

- 2.13 According to the Local Plan Interactive Proposals Map, the site is within the Regional Centre (EC3) and North Manchester (EC4, H3).



- 2.14 However, for the purposes of the Places for Everyone, the site is considered to be within the City Centre as well as the Core Growth Area.
- 2.15 It is also within sub-area 2 (Cheetham and Crumpsall) of the Unitary Development Plan.
- 2.16 The site is identified in the 2025 Strategic Housing and Land Availability Assessment (SHLAA) with capacity for 192 dwellings, and the site is identified in the Brownfield Land Register (ref. Chee_Cap_083).
- 2.17 The site is not in a conservation area; however, it is in close proximity to multiple Grade II Listed buildings.
- 2.18 The site is within the Manchester Air Quality Management Area.
- 2.19 The site is located in Flood Zone 1 and therefore has a low risk of flooding from surface water.
- 2.20 The Council are currently preparing and consulting on a Draft Local Plan. In the Draft Local Plan, the site has the following designations/allocations:
- Proposed City Centre Boundary (SGL2-3 & JP-Strat2);
 - Core Growth Area (JP-Strat1).

Planning History

- 2.21 The site itself has a detailed planning history, including many applications relating to historic works to the demolition of the existing building.
- 2.22 The most relevant applications relating to the application site and Hybrid consent are summarised in the table below.

Ref.	Address	Description	Decision
EIASCO/25/012	Lord Street Manchester	<i>Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).</i>	Scoping Opinion Issued 08 Jan 2026
142602/LE/2025	Land Bounded By Cheetham Hill Road, Lord Street & Fernie Street Manchester M4 4EX	<i>Demolition of all buildings on site and installation/connection of main drainage from road to site</i>	Approved 10 Jun 2025
138553/NMC/2023	Land Bounded By Cheetham Hill Road, Lord Street & Fernie Street Manchester M4 4EX	<i>Non-material amendment to planning permission 124193/JO/2019 to amend condition 2 (Approved drawings) to insert an additional internal staircase and AOV, amend number of car parking spaces, remove sub basement and change the commercial space to residents amenity space</i>	Approved 29 Dec 2023
124193/JO/2019	88 Cheetham Hill Road Manchester M4 4EX	<i>Variation of condition 10 (Replacement Environmental Standards) attached to planning permission referenced 113914/FO/2016</i>	Approved 28 Aug 2019
113914/FO/2016	Land Bounded By Cheetham Hill Road,	<i>Erection of a 16 storey building to form 192 residential apartments (Use Class C3a) together</i>	Approved

	Lord Street & Fernie Street Manchester M4 4EX	<i>with ground floor commercial unit (172 sqm) (Use Class A1, A2, A3 or B1) with associated vehicular access from Fernie Street, car parking and hard and soft landscaping following demolition of existing buildings</i>	21 Nov 2016
101569/FU/2013/N1	80, 82 & 84 Cheetham Hill Road Cheetham Manchester M4 4EX	<i>Part retrospective application for change of use of units to Financial and Professional services (Use Class A2)</i>	Approved 05 Apr 2013
070444/OO/2003/N1	Land Bounded By Cheetham Hill Road, Lord Street & Fernie Street Manchester M4 4EX	<i>Outline planning application for mixed use development comprising residential (C3), commercial (B1), hotel (C1), retail (A1, A2, A3) nursery (D1) and hard and soft landscaping including the provision of a new public open space, basement and undercroft car parking and associated work</i>	Approved 08 Jan 2004
066297/OO/NORTH1/02	Land bounded by Cheetham Hill Road, Road, Lord Street, Red Bank, and Scotland, Cheetham Hill	<i>Mixed use development comprising residential, commercial, hotel, retail, nursery, land-scaping, car parking</i>	Approved 28 Apr 2003
046035/FO/NORTH1/94	94-96, Cheetham Hill Road, Cheetham Hill	<i>Erection of a two-storey retail unit after demolition of existing buildings</i>	Approved 19 Jan 1995
046125/FO/NORTH1/94	2, Fernie Street, Cheetham Hill	<i>Recladding of existing factory in facing brickwork</i>	Approved 09 Nov 1994
043329/FO/NORTH1/93	2, Fernie Street, Cheetham Hill	<i>Erection of a two storey building with workshop, offices, integral car parking on ground floor with workshop on 1st floor after demolition of existing</i>	Refused 08 Jun 1994
034802	Site of 78-92 Cheetham Hill Road, Cheetham CHEETHAM	<i>Erection of a 3 storey building to form 6 wholesale cash and carry units with parking for 24 vehicles</i>	Approved 14 Dec 1989
028257	site formerly, 82 - 96, Cheetham Hill Road, Cheetham Hill CHEETHAM	<i>Erection of a two storey building to form six shop units with parking and service areas to rear</i>	Not proceeded with 09 Mar 1987
F10830	Vacant land between Cheetham Hill Road, and Fernie Street, Cheetham.	<i>Erection of a building for the manufacture, packaging and storage of cosmetics with ancillary office accommodation.</i>	Refused 25 Jul 1979

Table 1: Planning History

2.23 Consent reference 113914/FO/2016 (subsequently amended by 124193/JO/2019 and 138553/NMC/2023) has been implemented, as established by the Lawful Development Certificate ref. 142602/LE/2025. The implemented scheme for 192 no. units was more akin to neighbouring apartment buildings in the Green Quarter with respect to design intent and scale.

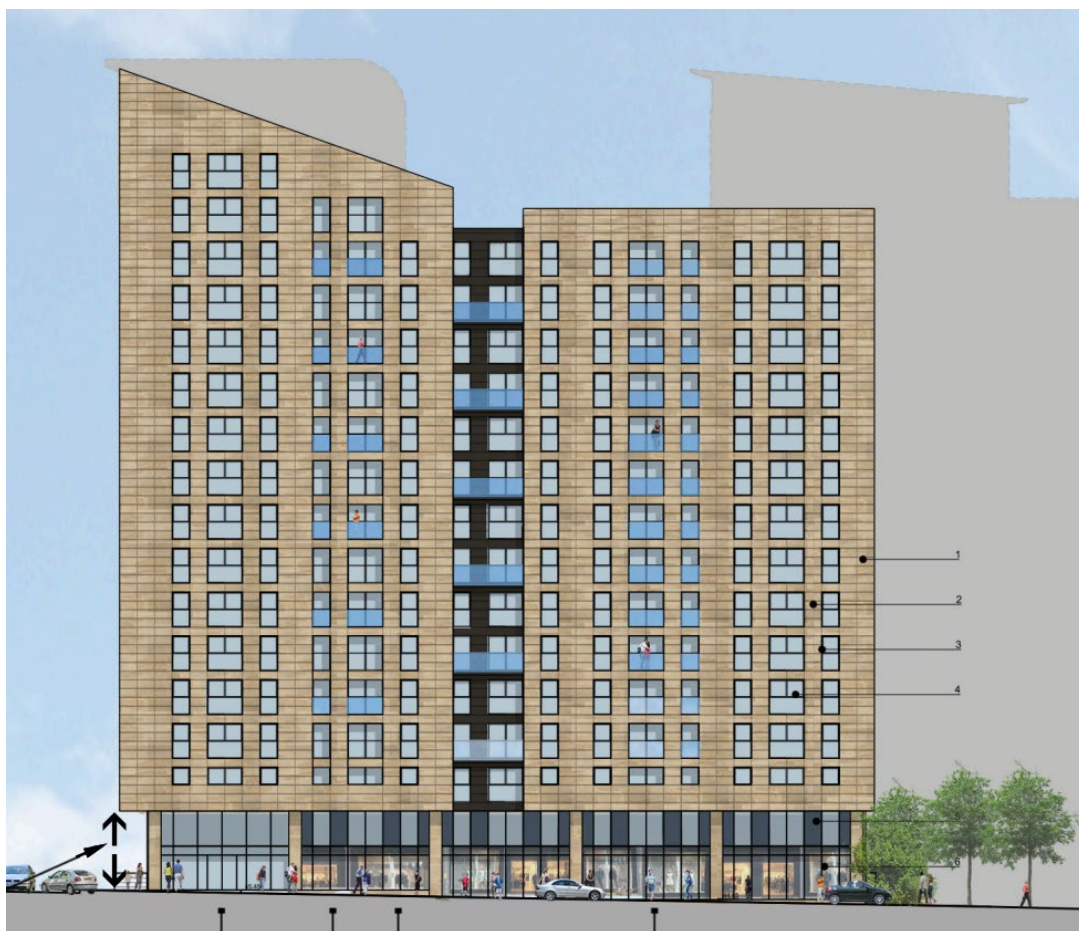


Fig. 2: West elevation of 2016 consent

2.24 Based on assessment against policy at the time, the Committee Report concluded that *"The proposal will contribute positively to the regeneration of the local area with a high-quality residential development. High quality and well sized apartments will provide a range of housing choice within the private rental market. The architecture of the building will include the use of a robust palette of materials which will provide a landmark addition along Cheetham Hill Road and mark the entrance to the City Centre. In addition, careful consideration has been given to the balance between the need to provide car parking whilst taking advantage of the public transport options in the area."*



3

Proposed Development

3. Proposed Development

Description of Development

3.1 The proposed description of development is as follows:

Demolition of existing structures and erection of a residential apartment development comprising 251no. dwellings (Use Class C3) with landscaping and associated works.

3.2 This Section provides an overview of the nature of the proposed scheme. Full details of the proposed development can be found in the Design and Access Statement and architectural plans, prepared by AEW Architects, and Landscape DAS and plans, prepared by Re-form Landscape.

Housing Mix

3.3 The proposed development will deliver a combination of apartment and townhouse typologies which will include the following:

- 81no. 1-bedroom, 2-person apartments of Types A, B, C, D, E, and F;
- 1no. 1-bedroom, 2-person apartment M4(3) of Type B;
- 71no. 2-bedroom, 3-person apartments of Types A, B, C, D, E, F, and G;
- 2no. 2-bedroom, 3-person townhouses of Type A;
- 1no. 2-bedroom, 3-person townhouse of Type B;
- 6no. 2-bedroom, 3-person apartments M4(3) of Types A, B, and C;
- 88no. 2-bedroom, 4-person apartments of Types A, B, C, D, and E;
- 1no. 2-bedroom, 4-person townhouse of Type B;

3.4 The scheme is a 100% for market development.

Layout and Design

Form

3.5 The scheme adopts a compact, square footprint to create a contemporary form while minimising internal circulation space. This approach improves legibility, efficiency and the overall residential experience.

3.6 The building is set approximately 10 metres from the adjacent petrol station, allowing for the creation of external amenity space.

3.7 The proposed building line aligns with neighbouring development, reinforcing the established urban grain and contributing positively to the streetscape. Primary entrances are provided from Cheetham Hill Road (main entrance) and Lord Street (townhouse entrance), both of which are prominent and active frontages. This creates opportunities to animate the street scene through active ground-floor uses and high-quality architectural detailing.

- 3.8 Back-of-house and servicing functions are deliberately located towards Fernie Street at basement level, reducing potential impacts on key public-facing elevations and responding sensitively to the nearby residential context.
- 3.9 The building adopts a slender tower form, with a height-to-width ratio of approximately 1:3 and an overall height of 24 storeys (ground plus 23 storeys). The massing steps at the 15th floor to accommodate a communal roof terrace, creating a clearly defined lower “shoulder” and allowing the upper tower to read as a more refined, slender element.
- 3.10 At ground and first-floor levels, the building steps back along Cheetham Hill Road and Lord Street to form a continuous colonnade. This creates a sheltered pedestrian environment, enhancing the quality of the public realm and introducing architectural interest at the street level.
- 3.11 Alongside this, an articulated corner setback further breaks down the massing and increases the proportion of dual-aspect apartments.



Fig. 3: Proposed development from Cheetham Hill Road to the south-west

Materiality

- 3.12 The elevational treatment incorporates a carefully considered rhythm of stacked windows with vertical and horizontal banding. Vertical banding forms the dominant feature, emphasising the building's height and slender proportions, while horizontal banding, expressed more subtly at intervals, adds texture and visual interest without undermining the vertical emphasis.
- 3.13 The proposed materiality draws directly from the surrounding urban context, employing a predominantly red brick façade laid in stretcher bond, complemented by GRC sandstone-effect panels and bronze-coloured powder-coated aluminium window frames.
- 3.14 Decorative metal fretwork is incorporated at window reveals throughout the building, referencing the floral stone motifs of the nearby former Free Library and establishing a strong local connection.
- 3.15 At roof level, the continuation of vertical brick piers and sawtooth detailing forms a distinctive architectural crown, reinforcing the building's presence within the city skyline.

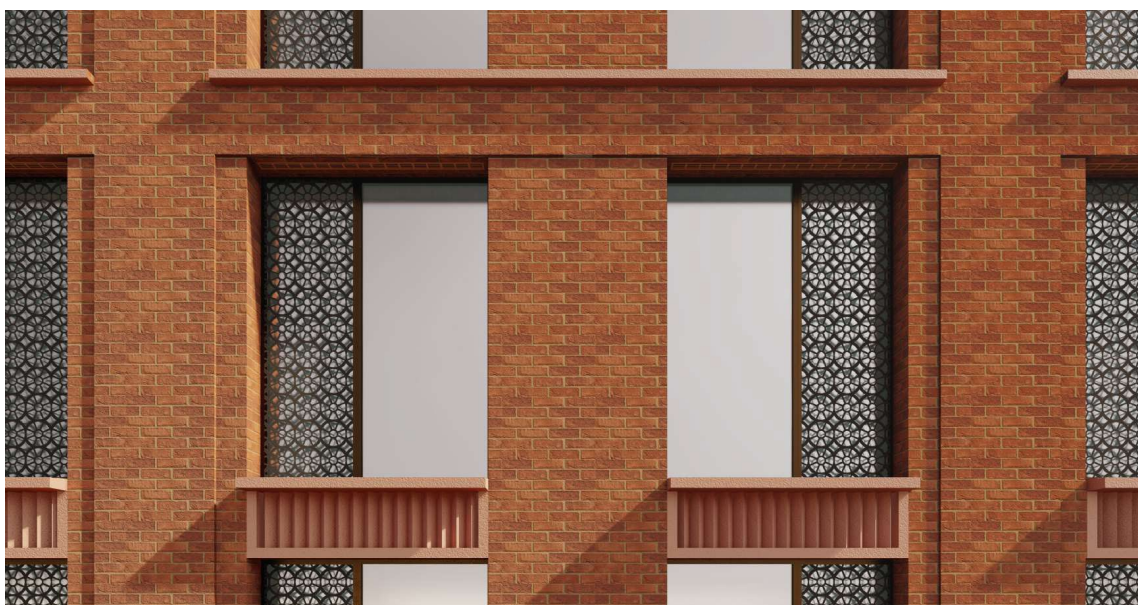


Fig 4: Typical Bay Study demonstrating proposed materiality

Internal Layout

- 3.16 The principal residential entrance is located on Cheetham Hill Road and leads into a reception space, with resident amenity areas positioned to the southern side of the ground floor. A centrally located circulation core provides clear and efficient access to all residential levels.
- 3.17 At ground floor level, 4no. duplex townhouses are positioned along Lord Street, contributing to active street frontages and reinforcing the human scale at street level. The remainder of the ground floor accommodates 4no. single-storey apartments, 3no. of which are designed to M4(3) wheelchair-adaptable standards.



- 3.18 The first floor continues the setback along Cheetham Hill Road and Lord Street, reinforcing the colonnade. This level includes the upper floors of the townhouses and 7no. apartments accessed from the central core, including 4no. additional M4(3) wheelchair-adaptable units.
- 3.19 Typical residential floors from levels 2 to 14, provide 12no. apartments per floor, all accessed from the central core. From level 16 to level 23, above the communal roof terrace, the building steps back further to create a slenderer profile, accommodating 9no. apartments per floor.
- 3.20 The roof level accommodates photovoltaic panels and plant equipment, accessed via a secure hatch and maintenance stair.
- 3.21 The basement levels accommodate a range of back-of-house and resident facilities including cycle storage with capacity for 251no. cycles, refuse stores and plant rooms. Residents are provided with convenient access to both the cycle and refuse stores via Circulation Core A, with the cycle store also incorporating a dedicated bicycle repair station.
- 3.22 The basement also houses essential building services infrastructure, including wet riser and sprinkler tank rooms, condensers, and MEP plant areas comprising the life safety generator, substation and LV switch room.
- 3.23 External access to the basement is provided from Fernie Street, with internal access and final means of escape from Circulation Core A. Access arrangements have been carefully designed to ensure operational efficiency and safety, with separate and clearly defined entry and exit points for different user groups. These include independent access for the substation, life safety generator, maintenance and fire escape, refuse store, and cycle and fire escape, ensuring that servicing and operational activities are appropriately segregated.

Apartments

- 3.24 Apartment layouts have been carefully designed to maximise the number of dual-aspect units, enhance daylight and ventilation, and provide flexible, open-plan living spaces.
- 3.25 All dwellings meet the Nationally Described Space Standards (NDSS), Manchester's Emerging Space standards, and M4(2) Accessible and Adaptable Dwelling requirements. Approximately 97% of apartments are designed to M4(2) Category 2 standards, ensuring long-term adaptability for residents.
- 3.26 Typical apartment layouts include:
- **1-bedroom, 2-person apartments:**
Principal bedroom, bathroom, utility cupboard, and open-plan kitchen/living area with storage.
 - **2-bedroom, 3-person apartments:**
Principal ensuite bedroom, open-plan kitchen/living area, second bedroom, and bathroom with utility cupboard.



➤ **2-bedroom, 4-person apartments:**

Principal ensuite bedroom, second bedroom, open-plan kitchen/living area, bathroom, and utility cupboard.

- 3.27 A total of 3% of dwellings are designed to M4(3)(2)(a) Category 3 standards to allow for wheelchair adaptability over time. These apartments (1-bedroom, 2-person and 2-bedroom, 3-person) include additional circulation space, wheelchair storage and accessible layouts.

Townhouses

- 3.28 The townhouses fronting Lord Street are recessed beneath the ground-floor colonnade, creating sheltered entrances and a strong residential presence at street level.
- 3.29 Each townhouse benefits from a private entrance and internal staircase, reinforcing a sense of ownership and privacy. This is further enhanced through thoughtful landscaping, which softens the interface between private and public space.

Access and Parking

Cycle Provision

- 3.30 The cycle parking strategy has been developed in accordance with Manchester City Council (MCC) guidance and Local Transport Note LTN 1/20, providing 1no. cycle space per residential unit.
- 3.31 A total of 251no. cycle parking spaces are proposed, all located within secure basement stores and accessed directly from the central circulation core, ensuring convenient and safe use for residents.
- 3.32 In recognition of inclusive mobility needs, 5% of the cycle spaces (12no. spaces) are designed as non-standard spaces to accommodate larger or adapted cycles.
- 3.33 A dedicated cycle cleaning and bike maintenance and repair area, is also provided within the cycle store to support long-term use and encourage cycling as a primary mode of travel.
- 3.34 The proposed cycle provision is summarised as follows:
- Standard cycle spaces: 239
 - Non-standard cycle spaces: 12
 - Total cycle spaces: 251
- 3.35 This approach supports sustainable travel choices and aligns with the Council's ambition to increase active travel across the city.



Landscaping

- 3.36 The landscaping strategy plays a key role in enhancing placemaking and the quality of the public realm.
- 3.37 Hard landscaping across the site will comprise pavements (stone, concrete, concrete block and tactile), kerbs, and raised metal edging, these include the introduction of street trees and shrub planting and quality paved surfaces.
- 3.38 Landscaping is concentrated at the prominent corner of Cheetham Hill Road, to the southern edge of the site, where a high-quality combination of soft and hard landscape treatments enhances the sense of arrival when approaching from the city centre. This landscaped area also functions as an important buffer to the adjacent filling station. Proposed features include metal-framed and timber-clad seating, flexible tables and chairs, and a covered outdoor seating area formed by a steel and timber pergola, incorporating picnic tables and festoon lighting to encourage informal use and social interaction. Boundary treatments are softened through a coordinated soft landscaping strategy comprising courtyard planting at ground level; shrubs, hedges, tree planting; and a green wall formed by a pre-grown ivy screen, supported by a retaining wall.
- 3.39 Along the Fernie Street and Lord Street frontages, landscaping proposals include ground-floor street trees and ornamental planting which wrap around both boundaries, reinforcing the public realm and contributing to streetscape enhancement. Low retaining walls and stepped access arrangements are introduced along Fernie Street to address changes in site levels, while planting beds along Lord Street provide a clear transition between the public highway and private residential entrances, enhancing privacy and residential amenity.
- 3.40 At roof terrace level, soft landscaping measures include climber planting and ornamental shrub planting arranged around dedicated seating areas beneath a metal-framed and timber pergola. Trees are also incorporated within the soft landscape design to provide shade and visual interest, with these features set within a resin-bound gravel surface. The private communal residents' garden and amenity roof terraces offer a high-quality outdoor environment, providing respite from the surrounding urban context through a carefully considered mix of tree planting, ornamental shrubs, and formal and informal seating areas.
- 3.41 The overall landscaping approach prioritises accessibility, safety and visual amenity, softening the building edges and creating an attractive, welcoming environment for residents and pedestrians.
- 3.42 Full details can be found in the Landscape Design and Access Statement, prepared by Re-form.

Waste

- 3.43 All refuse and recycling provision is located within the basement to maintain a clean and uncluttered public realm. Two separate refuse storage areas are proposed, including the residents' drop off, both accessible via lifts and served by a dedicated refuse collection access from Fernie Street.
- 3.44 Waste storage provision has been calculated in accordance with MCC's GD04 Waste Strategy for New



Developments, which requires a minimum of 0.43m² per residential unit.

- 3.45 The refuse strategy separates resident and management functions. Residents will deposit waste via the circulation core into the designated refuse store, while a second store is allocated for use by the building management company for bin rotation and preparation for collection. Refuse vehicles will service the site from Fernie Street, utilising a white-lined loading bay, with a clearly defined on-site staging area located adjacent to the refuse stores to facilitate safe and efficient collection operations.

Operational Strategy

Ground Floor Accessibility

- 3.46 The principal entrance to the building is located on Cheetham Hill Road and provides level access directly from the existing footpath. Where changes in level occur along the frontage, appropriately designed steps are introduced, ensuring a safe and legible pedestrian environment.
- 3.47 The central circulation core is directly accessible from the main entrance, providing step-free access to all residential levels. Townhouses fronting Lord Street benefit from private stepped entrances to reinforce a sense of individual identity, with level-access rear entrances provided internally to ensure accessibility.

Basement Accessibility

- 3.48 The site's topography steps down towards Fernie Street, where basement-level back-of-house functions, including cycle storage, refuse facilities, and plant rooms are located. These areas are accessed externally from Fernie Street and internally via the central circulation core.
- 3.49 Due to challenging site levels, the internal layout is arranged across 6no. interconnected levels, with sloped, ramped, and stair connections used to accommodate changes in height. This ensures safe, accessible movement throughout the building while responding effectively to the site's natural gradients.
- 3.50 Externally, all entrances are designed to provide level access wherever possible, and the existing footpath network is retained and enhanced to maintain inclusive access across the site.

Access and Maintenance

- 3.51 Access for servicing, maintenance and emergency operations has been carefully planned to ensure the safe and efficient operation of the building,
- 3.52 Plant rooms and service areas are consolidated at basement level and accessed independently from Fernie Street, minimising disruption to residents and the public realm.
- 3.53 Maintenance access to roof-mounted plant and photovoltaic panels is provided via a secure internal route, ensuring that servicing can be carried out without impacting residential areas or external public spaces.



4

Pre-Application Engagement

4. Pre-Application Engagement

Engagement with Manchester City Council

- 4.1 An initial pre-application discussion took place on 9th June 2025 focusing on the previous approval and changes required to suit current market demand and to meet the recent building requirements. It was proposed that a new scheme is designed rather than proposing changes to the existing approval. The Council were generally supportive of a new scheme being brought forward; however, it has been highlighted that high quality design will be crucial and should be carefully considered. Following the meeting, the design team started work on a new approach for the site.
- 4.2 On 2nd September 2025, an official pre-application meeting was held, during which the main focus was on the building heights and the context of existing and emerging schemes. The proposed scheme presented at the time consisted of 20 storeys (ground + 19) and terrace level at 17th floor. The external amenity was proposed to be open to the public, creating a link through to Green Quarter.
- 4.3 In response, the Council suggested that the overall height of the building should be increased, while the 'shoulder' lowered, in order to create a slender form. It was also highlighted that 3% of the proposed dwellings will need to be designed to meet M4(3) requirements. In regards to the proposed amenity space, it was confirmed that there is no desire to create a link to the Green Quarter and therefore the proposed external amenity should be for the use of residents of the scheme.
- 4.4 Following the meeting, the scheme was amended twice to increase the height; first to 22 storeys, and finally to 24 storeys with the terrace lowered to 15th floor.
- 4.5 The second pre-application meeting took place on 14th October 2025, when the updated massing was presented to the council along with proposed elevations and materials. In response to the presentation, the Council suggested a more simple approach to colour palette and careful consideration of the window design.
- 4.6 The design team continued to work on the elevation details to ensure the comments provided are captured in the latest revision.

Public Consultation

- 4.7 Two public consultation events were held on Tuesday 2nd December 2025 and Tuesday 10th February 2026 at the Radisson Hotel Manchester City Centre, 4 Cheetham Hill Road, Cheetham Hill, Manchester, which is located a 3-minute walk (approximately 160m) away from the application site. The purpose was to invite councillors, local residents and other interested groups to share their comments and views on the proposed scheme.

- 4.8 Members of the public were notified about the events via a dedicated consultation website and approximately 1,500 leaflets distributed to surrounding properties. Additionally, Councillors were invited to attend the events directly and meet with the Project Team via email sent on behalf of the applicant.
- 4.9 Despite the best efforts of the project team to provide a platform for members of the public to view and comment on the proposals, no individuals attended the consultation events. One member of the public responded via an online survey.
- 4.10 With only one survey response, the analysis possible is limited. The lack of attendance and limited response to the survey could be interpreted as indifference towards the proposals. This could be due to the fact that the site has been consented for high-rise residential development previously, a general consensus that the site is due to be delivered in any case (as a vacant plot within an otherwise comprehensively redeveloped quarter of the city) or the greater transience of the nearby residential community.
- 4.11 The one respondent believes that there is a need for new homes in Manchester, that the site is an appropriate location for a residential scheme and the proposals will provide a good range of housing options in the local area. Overall, they were supportive of the redevelopment of the site, recognising that the wider area is in need of regeneration.
- 4.12 Full details of the public consultation methodology and response can be found in the Statement of Community Involvement, prepared by Enabl.



5

Planning Policy Context

5. Planning Policy Context

Adopted Development Plan

- 5.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2 The relevant documents of the adopted development plan for Manchester City Council (MCC) are:
- Place for Everyone (PfE) (2024);
 - Core Strategy (CS) (2012); and
 - Unitary Development Plan (UDP) (1995).
- 5.3 Appendix A sets out all policies which are relevant to the determination of the application. The table below provides a summary of only the most relevant policies.

Places for Everyone	
JP-Strat1: Core Growth Area	<i>The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.</i> <i>Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. [...]</i>
JP-Strat2: City Centre	<i>The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.</i> <i>[...] Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists. [...]</i> <i>The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.</i>

JP-Strat14: A Sustainable and Integrated Transport Network	[...] <i>Higher densities will typically be appropriate in locations with good access to rapid transit connections.</i> <i>New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.</i>
JP-S1: Sustainable Development	<i>To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.</i> [...] <i>In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.</i>
JP-S2: Carbon and Energy	<i>The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:</i> [...] <i>2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;</i> [...] <i>5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;</i> <i>a. Be net zero carbon which applies:</i> <i>• from adoption – to regulated operational carbon emissions;</i> <i>• from 2028 – to all emissions ‘in construction’.</i> <i>From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:</i> <i>i. Minimise energy demand;</i> <i>ii. Maximise energy efficiency;</i> <i>iii. Use renewable energy;</i> <i>iv. Use low carbon energy; and</i> <i>v. Utilise other energy sources.</i> <i>From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.</i> <i>As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.</i> <i>b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local</i>

	<i>Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;</i> <i>c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;</i> <i>d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1.</i> <i>For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.</i> <i>[...]</i> <i>f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible. [...]</i>
JP-S4: Flood Risk and the Water Environment	<i>An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:</i> <i>[...]</i> <i>2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;</i> <i>3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;</i> <i>4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. [...]</i> <i>5. Ensuring that sustainable drainage systems:</i> <i>i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;</i> <i>ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;</i> <i>iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and</i> <i>iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.</i>

	[...] <i>7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.</i>
JP-H1: Scale, Distribution and Phasing of New Housing Development	<i>A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.</i> <i>The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.</i> [Manchester will deliver 3,533 dwellings per annum]
JP-H3: Type, Size and Design of New Housing	<i>Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. [...]</i> <i>Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.</i> [...] <i>All new dwellings must:</i> <i>1. Comply with the nationally described space standards; and</i> <i>2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.</i> [...]
JP-H4: Density of New Housing	<i>New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out below</i> [Minimum net residential density of 200dph within the city centre] <i>In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:</i> [...] <i>C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable</i>
JP-P1: Sustainable Places	<i>We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:</i>

	<i>1. Distinctive, with a clear identity that:</i> <i>A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;</i> <i>B. Enables a clear understanding of how the place has developed; and</i> <i>C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used</i> <i>2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design</i> <i>3. Socially inclusive:</i> <i>A. Responding to the needs of all parts of society;</i> <i>B. Enabling everyone to participate equally and independently;</i> <i>C. Providing opportunities for social contact and support; and</i> <i>D. Promoting a sense of community</i> <i>4. Resilient, capable of dealing with major environmental events</i> <i>5. Adaptable, able to respond easily to varied and changing needs and technologies</i> <i>6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained</i> <i>7. Resource-efficient with:</i> <i>A. A low carbon footprint;</i> <i>B. Efficient use of land;</i> <i>C. Minimised use of new materials;</i> <i>D. High levels of recycling</i> <i>8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.</i> <i>9. Supported by critical infrastructure, such as energy, water and drainage and green spaces</i> <i>10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage</i> <i>11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places</i>
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	<i>12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place</i> <i>13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest</i> <i>14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond</i> <i>15. Comfortable and inviting, with indoor and outdoor environments:</i> <i>A. Offering a high level of amenity that minimises exposure to pollution; and</i> <i>B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter</i> <i>16. Incorporating high quality and well managed green infrastructure and quality public realm, with:</i> <i>A. Opportunities for recreation and outdoor play for children, and interaction between the generations;</i> <i>B. Public and private spaces clearly distinguished;</i> <i>C. Development clearly defining, and promoting activity within, public spaces;</i> <i>D. High quality landscaping with schemes</i> <i>17. Well-served by local shops, services and amenities, including education and health facilities</i>
JP-P2: Heritage	<i>We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.</i> <i>[...]</i> <i>Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network [...] and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.</i> <i>Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.</i> <i>[...]</i>

	<i>Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.</i>
JP-C1: An Integrated Network	<i>In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:</i> <i>1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;</i> <i>[...]</i> <i>3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;</i> <i>[...]</i> <i>5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):</i> <i>a. Pedestrians (and people using mobility aids);</i> <i>b. Cyclists, powered two-wheelers, and public transport users;</i> <i>c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)</i> <i>d. People in personal motorised vehicles</i> <i>[...]</i>
JP-C8: Transport Requirements of New Development	<i>We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.</i> <i>We will do this by:</i> <u><i>Connectivity and Permeability</i></u> <i>1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including:</i> <i>• Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:</i> <i>o be direct, safe and convenient;</i> <i>o connect to nearby facilities, employment areas, public transport stops; and</i> <i>o improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;</i> <i>• Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local</i>

	<i>services and facilities for pedestrians, cyclists and people with a disability; and</i> • <i>Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;</i> <i>2. Ensure appropriate connectivity to the existing highway network.</i> <u><i>Design</i></u> <i>3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;</i> <i>4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;</i> [...] <u><i>Parking Infrastructure</i></u> <i>7. Making adequate car parking provision, including for disabled drivers and passengers;</i> [...] <i>9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use [...]</i> <i>10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;</i> <i>11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.</i> [...] <u><i>Access and Servicing</i></u> <i>13. Providing designated pick-up/drop-off points for taxis and other demand responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;</i> <i>14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:</i> • <i>meets road safety requirements,</i> • <i>reduces transport emissions and other environmental impacts,</i> • <i>reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;</i> [...] <u><i>Transport Assessments</i></u> <i>16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess</i>
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	<i>impacts and determine the most appropriate mitigation on the SRN and local transport network. [...]</i>
Core Strategy	
SP 1 Spatial Principles	<i>The key spatial principles which will guide the strategic development of Manchester to 2027 are:</i> <i>• The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. [...]</i> <i>• The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan. [...]</i> <i>• New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. [...]</i> <i>Core Development Principles</i> <i>Development in all parts of the City should:-</i> <i>• Make a positive contribution to neighbourhoods of choice including:-</i> <i>○ creating well designed places that enhance or create character.</i> <i>○ making a positive contribution to the health, safety and wellbeing of residents</i> <i>○ considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.</i> <i>○ protect and enhance the built and natural environment.</i> <i>[Bullet replaced by JP-S1]</i> <i>• Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.</i>
EC 3 The Regional Centre	<i>[...]</i> <i>Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.</i>
CC 1 Primary Economic Development Focus: City Centre and Fringe	<i>[...] Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. [...]</i>

	<i>Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.</i> [...] <i>Proposals in the City Centre and City Centre Fringe [...] will need to take account of the flood risk issues, in line with policy EN14 - Flood Risk.</i>												
H 1 Overall Housing Provision	[First paragraph replaced by JP-H1] <i>New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. [Sentence replaced by JP-H1]. The proportionate distribution of new housing, and the mix within each area, will depend on:</i> <i>The number of available sites identified as potential housing sites in the SHLAA;</i> <i>Land values and financial viability;</i> <i>The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock [...]</i> <i>High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. [...]</i> <i>90% of residential development will be on previously developed land. [...]</i> <i>Table 9.1 Distribution of New Housing by Regeneration Area</i> <table><tr><th><i>Location</i></th><th><i>Policy No</i></th><th><i>Approx number of dwellings (net)</i></th></tr><tr><td>[...]</td><td></td><td></td></tr><tr><td><i>North Manchester</i></td><td><i>H3</i></td><td><i>11,840</i></td></tr><tr><td>[...]</td><td></td><td></td></tr></table> <i>Proposals for new residential development [...] should take account of the need to:</i> <i>Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;</i> <i>Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;</i> <i>Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The</i>	<i>Location</i>	<i>Policy No</i>	<i>Approx number of dwellings (net)</i>	[...]			<i>North Manchester</i>	<i>H3</i>	<i>11,840</i>	[...]		
<i>Location</i>	<i>Policy No</i>	<i>Approx number of dwellings (net)</i>											
[...]													
<i>North Manchester</i>	<i>H3</i>	<i>11,840</i>											
[...]													

	<i>design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.</i> • <i>Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;</i> • <i>Prioritise sites which are in close proximity to centres or high frequency public transport routes.</i> • <i>Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).</i> • <i>Be designed to give privacy to both its residents and neighbours.</i>
H 3 North Manchester	<i>North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.</i>
T 2 Accessible areas of opportunity and need	<i>The Council will actively manage the pattern of development to ensure that new development: -</i> • <i>Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections</i> • <i>Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-</i> ○ <i>Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.</i> ○ <i>[...]</i> • <i>[...] all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line</i>

	<i>with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:</i> ○ <i>District Centres</i> ○ <i>Areas not within the City Centre or District Centres</i> <i>The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.</i> ● <i>Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.</i>
EN 2 Tall Buildings	<i>Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they</i> ● <i>Are of excellent design quality,</i> ● <i>Are appropriately located,</i> ● <i>Contribute positively to sustainability,</i> ● <i>Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and</i> ● <i>Will bring significant regeneration benefits.</i> <i>A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.</i> <i>Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.</i> <i>[...]</i> <i>By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.</i> <i>It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.</i>
EN 3 Heritage	<i>Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. [...]</i>
EN 14 Flood Risk	● <i>In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified</i>

	<i>in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).</i> <i>In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.</i> <i>[Replaced by JP-S4]. In CDAs, evidence to justify the surface water run-off approach / rates will be required.</i> <i>[...]</i>
DM 1 Development Management	<i>All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-</i> <i>Appropriate siting, layout, scale, form, massing, materials and detail.</i> <i>Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.</i> <i>Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.</i> <i>Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.</i> <i>Community safety and crime prevention.</i> <i>Design for health.</i> <i>Adequacy of internal accommodation and external amenity space.</i> <i>Refuse storage and collection.</i> <i>Vehicular access and car parking.</i> <i>Effects relating to biodiversity, landscape, archaeological or built heritage.</i> <i>Green Infrastructure including open space, both public and private.</i> <i>The use of alternatives to peat-based products in landscaping/gardens within development schemes.</i> <i>Flood risk and drainage.</i> <i>Existing or proposed hazardous installations.</i> <i>Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-</i> <i>a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:</i> <i>Year 2010 – Code Level 3;</i> <i>Year 2013 - Code Level 4;</i>

	<i>Year 2016 - Code Level 6; and</i> <i>(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.</i>
Unitary Development Plan	
DC7.1 New Housing Development	<i>The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. [...]</i>
CC4 Environmental Improvement and Protection	<i>The Council intends to enhance the character of Cheetham Hill Road, Bury New Road/Great Ducie Street, and the Metrolink line. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality.</i>

Draft Local Plan

5.4 The Council are currently preparing a new Local Plan. While not adopted, these draft policies hold limited weight in planning decisions but indicate Manchester's direction of travel. The table below summarises the most relevant draft policies.

Draft Local Plan	
SGL 1 Strategic Growth Locations	<i>Provision will be made for 61,000 new homes [...] within the City by 2040. The primary locations for growth, development and investment are shown on Picture 8.1 Strategic Growth Locations and are:</i> <i>Core Growth Area - the majority of 1.4 million sqm of office requirement and 42,000 homes located in:</i> <i>Manchester City Centre (proposed extended area)</i> <i>Holt Town</i> <i>Sportcity, including the Etihad Campus</i> <i>Central Park Victoria North (part)</i> <i>[...]</i> <i>Appropriate infrastructure provision will be required to support the growth and continued capacity of these areas, with particular regard to public transport, digital, renewable energy, social and utilities infrastructure.</i> <i>Subject to site and location details, the Core Growth Area will generally be a location where higher density development is appropriate. A balance must be maintained between the primary role of the Core Growth Area as an economic driver and its other roles in providing homes, retail, leisure and cultural uses, with these being complementary to the economic role. Managing the demand for space is vital to leveraging the maximum benefit to the people of Manchester whilst ensuring that any impact on existing communities is acceptable.</i>
SGL 2 Manchester City Centre	<i>The expanded City Centre is the most significant economic location outside London and will remain the primary focus for business, retail, leisure, culture</i>

	<i>and tourism activity in Greater Manchester to 2040. Development proposals will be expected to contribute to inclusive economic growth. It will be expected to support residential growth, where there is no detriment to jobs, in high-quality areas and to meet demand for quality student accommodation. Development which contributes to its role as a major visitor destination of national and international significance will be encouraged.</i> Development in the City Centre will be required to: • Protect and enhance the economic function of the City Centre and facilitate employment and job growth through the expansion of the boundary to include the Great Ducie Street area of Strangeways, Victoria North (part), Ancoats, New Islington, Manchester Science Park and Manchester Metropolitan University Campus. Scale and type of Development • [...] • To enable more people to access economic opportunities and attract workers to the City, provision will be made for high quality and high-density residential development of at least 200 homes per hectare, to deliver a sustainable pattern of development and 40,000 new homes from 2023 to 2040. [...]									
H 1 Housing provision	<i>Overall Housing Provision</i> <i>The overall supply of housing to be delivered between 1st April 2022 and 31st March 2040 in Manchester is 61,000 housing units. Based on the distribution of sites in the Strategic Housing Land Availability Assessment 2023, the table below shows the level of housing expected to be delivered in the City Centre, the Core Growth Area, Inner Areas and the Southern Areas.</i> <table><tr><th><i>Location</i></th><th><i>Approx number of homes to be delivered by 2040*</i></th><th><i>% of homes delivered in area</i></th></tr><tr><td><i>City Centre</i></td><td><i>(40,000)</i></td><td><i>(65)</i></td></tr><tr><td><i>Core Growth Area (CGA)</i></td><td><i>42,000</i></td><td><i>69</i></td></tr></table> [...] <i>*City Centre figures are included in the CGA and are, therefore, not included in the total.</i> <i>New housing development should:</i> • reflect the spatial distribution set out above; • support growth on previously developed sites in sustainable locations; • and prioritise sites which are in close proximity to centres or high frequency public transport routes.	<i>Location</i>	<i>Approx number of homes to be delivered by 2040*</i>	<i>% of homes delivered in area</i>	<i>City Centre</i>	<i>(40,000)</i>	<i>(65)</i>	<i>Core Growth Area (CGA)</i>	<i>42,000</i>	<i>69</i>
<i>Location</i>	<i>Approx number of homes to be delivered by 2040*</i>	<i>% of homes delivered in area</i>								
<i>City Centre</i>	<i>(40,000)</i>	<i>(65)</i>								
<i>Core Growth Area (CGA)</i>	<i>42,000</i>	<i>69</i>								

	<i>Across the City, a range of housing sizes, types and tenures will be delivered to meet the need highlighted for each area of the city in the Housing Needs Assessment.</i> City Centre <i>Housing in the City Centre will be very high density, often well above the minimum set in PfE Policy H4. Approximately 65% of all new housing in Manchester will be delivered in the City Centre. A large proportion of homes are expected to be 2 bed units, however developments with a diverse range in size of homes, in particular with the inclusion of larger homes, will be supported. [...]</i>
T 2 Sustainable location of development	<i>The Council will actively manage the pattern of development to ensure that new development:</i> <i>• Is located to ensure access by convenient, frequent and high-quality public transport and active travel.</i> <i>• Is easily accessible by walking, wheeling, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.</i> <i>• Will be designed to prioritise practical, safe and convenient access and use by sustainable transport modes, namely walking, cycling and public transport and must include accessible parking provision.</i> <i>• In the City Centre, as defined in the Policies Map, development will be permitted to include appropriate car parking provision to meet the needs for persons with disabilities; emergency vehicles; and vehicles accessing to provide services to businesses within the City Centre. Additional parking required beyond these categories will be considered in relation to how it will complement the Council's approach to sustainable transport within the City Centre.</i> <i>• [...]</i> <i>• In all parts of the City, proposals will provide cycle parking in line with national guidance (LTN 1/20).</i>

Table 2: Most relevant policies

Supplementary Planning Documents/Guidance

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

Providing for Housing Choice SPD/PG (2008)

5.6 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, as set out in Planning Policy Statement 3 (PPS 3), November 2006.

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

- The Council aims to achieve mixed tenure developments where the affordable housing units are truly integrated into the overall scheme. The policy approach is set out below, and is based on English Partnership's Policy Guidance on "Quality and Price Standards"; and
 - As with all other forms of residential accommodation, the Council expects affordable housing to be built to a high standard of design and amenity.
- 5.8 It establishes that the threshold for providing affordable housing is developments of 15 or more dwellings or 0.3ha gross developable area.
- 5.9 The city-wide target for 20% of new housing provision to be affordable housing. On development sites which are larger than the thresholds, the Council will expect developers to use the 20% target as a starting point for calculating affordable housing provision.
- 5.10 It sets out the preferred dwelling size mix for development in Manchester. The table below summarises this alongside the overall dwelling mix recommendations for Manchester, the City Centre and North and Central Manchester as identified in the 2023 Housing Needs Assessment.

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

Table 3: Summary of identified housing need by dwelling size

- 5.11 The SPD states that the preference is for 1-bedroom needs to mostly be met with 2-bedroom units.
- 5.12 Lower proportion of affordable housing or a lower committed sum may be permitted in where material considerations indicate that this would be appropriate. These include *"The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; or financially undermine significant development proposals critical to economic growth within the City"* or *"The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability"*.

Guide to Development in Manchester SPD/PG (2007)

- 5.13 The document sets out the MCC's stance on a wide range of issues relating to design, demonstrating, where applicable, their links to the UDP. The first part deals with development principles and the majority of it has SPD status. The second part provides additional guidance on the character of various areas within the City and should be considered planning guidance.
- 5.14 MCC want to ensure all development in Manchester contributes and enhances to the city's unique identity and that its many neighbourhoods retain and develop their sense of place.

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

National Planning Policy Framework (December 2024)

- 5.16 As part of the determination process, material considerations inform the acceptability of planning proposals. The Framework sets out the nationally controlling policies which inform development.
- 5.17 Paragraph 39 seeks that Local Planning Authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available, working with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.
- 5.18 Paragraph 59 states that *"Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage."* National guidance on viability is provided within Planning Practice Guidance.
- 5.19 Section 5 ensures a sufficient supply of homes to meet the needs of communities. The 2024 update introduced major changes to how Local Planning Authorities must identify land for homes and maintain supply and delivery. Namely, LPAs must demonstrate a five-year supply of housing land annually, even if they have a Local Plan which has been adopted in the last five years, and must include a 5% buffer. LPAs without five years of supply or which have a Housing Delivery Test below 75% are open to 'grey belt' planning applications.
- 5.20 Section 9 promotes sustainable transport to ensure potential impacts of development on transport networks can be addressed. A vision-led approach should be adopted in plan-making and development proposals. Schemes should seek to promote walking, cycling and public transport where possible. To support development proposals safe and suitable access should be achievable for all users. Paragraph 116 stipulates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.
- 5.21 Section 10 cements the importance of advanced, high quality and reliable communications infrastructure for economic growth and social well-being. Planning policies and decisions should prioritise full fibre connections to existing and new developments and consider the potential impact of new buildings on broadcast and electronic communications services.
- 5.22 Section 11 champions the effective use of land, balanced with the safeguarding of the environment. Paragraph 125(c) states the value of using suitable brownfield land within settlements should be given substantial weight.
- 5.23 Paragraph 129 sets out that development which takes into account the identified need for different forms of development, local market conditions, availability of infrastructure and services, importance of securing well-designed and beautiful, attractive and healthy places making efficient use of land should be supported.

- 5.24 Section 12 of the Framework seeks to achieve well-designed places with the creation of high-quality buildings, and good design as a key aspect of sustainable development. Proposals should function well and add to the overall quality of the area, are visually attractive as a result of good architecture being sympathetic to local character, while not preventing increased densities.
- 5.25 Section 14 meets the challenge of climate change and flooding. New development being planned to avoid increased vulnerability to range of impacts arising from climate change and being sited to reduce greenhouse gas requirements. Developments should be positioned in areas of least risk of flooding when with proposed end users who would be at risk.
- 5.26 Section 15 tackles the conservation and enhancement of the natural environment and protecting neighbouring amenity with regards to soil, air, water and noise pollution.
- 5.27 Section 16 sets out the national position on conservation and enhancement of the historic environment. It requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting.

Manchester Residential Quality Guidance (2017)

- 5.28 This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. While not formally adopted as an SPD, significant weight will be given to this Guidance in planning decisions and applicants will be expected to directly address it throughout the development process.
- 5.29 The Guidance sets out a series of key requirements that the Council will require applicants to demonstrate compliance with. The Guidance is based on the principle of 'Comply or Justify'; proposals that do not comply with the guidance and fail to provide compelling justification, evidence and options analysis, will be refused.

Manchester Green and Blue Infrastructure Strategy (2015)

- 5.30 This strategy sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.
- 5.31 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.
- 5.32 Four objectives have been established to enable the vision to be achieved:
- Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
 - Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
 - Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and

- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Strangeways and Cambridge SRF (2025)

- 5.33 This SRF has been prepared in partnership between MCC and Salford City Council. Historically, the area was considered the city fringe; the area will have a fundamental role in the growth and evolution of the city centre and the wider Greater Manchester economy.
- 5.34 The key themes of the SRF include: Business & employment, Green and blue infrastructure, movement and Heritage Culture. Overall, the programme of investment estimates the combined development could see up to 7,000 new homes across seven district 'neighbourhood' areas, an increased commercial floorspace of around 1.75 m sqft, and regeneration could support an additional 4,500 jobs.
- 5.35 The application site is adjacent to but outside of the SRF boundary. So while not a material consideration it is important to consider the wider regeneration objectives.

Manchester Northern Gateway SRF (2019)

- 5.36 The Manchester Northern Gateway SRF has been prepared by MCC to guide the future development of one of the largest regeneration projects in the UK (now known as Victoria North). It is a material planning consideration for applications within the 155ha study area which stretches from the Northern Quarter to Queens Park.
- 5.37 Again, the application site sits outside of this SRF, but is in close proximity to the future Red Bank neighbourhood.
- 5.38 *'The Vision for the Northern Gateway is to deliver a series of vibrant, sustainable and integrated residential neighbourhoods within the extended city centre of Manchester.'*
- 5.39 The SRF sets out eight Core Objectives which include *'A unique and high quality residential-led regeneration scheme'* and *'Promote truly sustainable places'*.

Great Ducie Street SRF (2018)

- 5.40 Another nearby SRF, this area extends northwards from Manchester's Inner Ring Road, adjacent to Manchester Arena, identified as a prime area for regeneration.
- 5.41 The site sits adjacent to the SRF area, which aims to strengthen the Cheetham Hill Rd corridor by consolidating active frontages and transforming it into a vibrant street that complements the Warehouse District and surrounding emerging residential neighbourhoods.



Fig 5: Site location in context of neighbouring SRFs

Housing Land Supply & Delivery Test

- 5.42 Manchester's latest five-year housing land supply assessment has been undertaken in accordance with the National Planning Policy Framework and relevant planning Practice Guidance.
- 5.43 Using the adopted Places for Everyone housing requirement of 3,533 homes per year, plus an undersupply of 2,213 homes since 2022, the five-year requirement totals 19,878 dwellings.
- 5.44 Applying the required 5% buffer, the final five-year requirement totals 20,872 dwellings. All sites included meet the NPPF definition of deliverable, with build-out assumptions based on developer evidence and local delivery trends.
- 5.45 Overall, Manchester can demonstrate 6.2 years of deliverable housing land supply, exceeding the minimum five-year requirement.
- 5.46 Additionally, Manchester's latest Housing Delivery Test position is 129%.
- 5.47 Therefore, the titled balance is not engaged, and the development plan policies are considered in date.



6

Development Plan Compliance



6. Development Plan Compliance

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

Principle of Development

- 6.2 Underpinning the current application is that the principle of high-density, apartment-led residential development on this site was established with the granting of the extant 2016 Consent reference 113914/FO/2016 (subsequently amended by 124193/JO/2019 and 138553/NMC/2023) which has been implemented, as established by the Lawful Development Certificate ref. 142602/LE/2025.
- 6.3 While the planning policy context has evolved since then (namely, with the adoption of PfE, updates to the NPPF and the drafting of a new Local Plan), the planning merits of residential development are still recognised today. In light of the most recent updates to the NPPF, the delivery of residential development on brownfield, highly sustainable sites is even more important than before.
- 6.4 It is also recognised that the 2016 consent establishes a fallback position as well as the principle of development. Notwithstanding changes in policy, the 2016 scheme could be delivered. The applicant instead wishes to deliver a higher quality development which contributes more strongly to Manchester's housing supply.
- 6.5 Notwithstanding the above, it is still beneficial to assess the principle of the current proposals against the current policy context.
- 6.6 The proposed development will deliver 251no. high-quality dwellings in the City Centre Fringe and Regional Centre, although the area is more recently considered to be within the expanding City Centre.
- 6.7 High density development is supported in the City Centre, its fringe and Regional Centre and in close proximity to public transport connections. At 1,225dph, the proposals comfortably exceed the minimum set density of 200dph for this location.
- 6.8 Located on vacant land in the Core Growth Area, the proposals represent an increase in the number of homes on a site with good access to jobs, services, education and open space in a way which is complementary to the location's economic function. It will therefore contribute to a pattern of development that minimises the need to travel via unsustainable modes and encourage more active travel.
- 6.9 The scheme will contribute significantly to Manchester's housing targets, allowing it to maintain strong housing land supply and delivery test positions.
- 6.10 The proposals are in accordance with the national and local sequential preference for development on brownfield land.
- 6.11 The scheme will also bring significant regeneration benefits to an area of the city where this is a key priority.

Viewed in the context of past and future regeneration aspirations for the surrounding neighbourhoods, the proposals will meaningfully deliver against these.

- 6.12 The direction of travel indicated by the Draft Local Plan would also support the principle of development, with a proposed provision of 61,000 homes by 2040, 42,000 of which to be located in the Core Growth Area. High density development that maintains the balance between residential and economic development will continue to be supported.
- 6.13 The proposed amendment to the City Centre boundary would see the site falling within the designated centre. Again, protection of the city's economic function and high quality, high-density residential development of at least 200 homes per hectare are core to the future trajectory of the City Centre, which the proposed development will deliver against.
- 6.14 Regarding mix, the proposals comprise 82no. 1 bedroom units (32.7%) and 169no. 2 bedroom units (67.3%). This is in excess of the 20% maximum 1 bedroom units established in the Providing for Housing Choice SPD. However, this SPD is nearly 20 years old. While lesser, the 2023 Housing Needs Assessment does establish a need for 1 bedroom dwellings in the city Centre and North and Central Manchester, of which the proposals will contribute towards. Similarly, 2 bedroom dwellings are where the greatest need is in the City Centre, with Draft Policy stipulating that *"A large proportion of homes are expected to be 2 bed units"* in the City Centre. The proposals will significantly increase the supply of 2 bedroom homes.
- 6.15 The proposals are therefore in line with: PfE Policies JP-Strat1, -Strat2, -Strat14, -J1, -H1, -H2, -H3, -H4, -C1 and -C8; CS Policies SP 1, EC 3, CC 1, H 1, H 3, T 2 and EN 2; Sections 5 and 11 of the NPPF; and Draft Local Plan Policies SGL 1, SGL 2, H 1 and T 2.

Design

- 6.16 Responding to the site's prominent, city centre gateway location, the design team have formulated an aspirational, high-quality and contextual design solution.
- 6.17 The Design and Access Statement, prepared by AEW Architects, provides a detailed overview of the design evolution, underpinned by the site's physical, historical and strategic contexts.
- 6.18 The scheme will enhance the character of Cheetham Hill Road and the Green Quarter by delivering a high-quality architecture on a vacant site which currently detracts from the area's character, as well as that of the wider areas of Cheetham Hill and Strangeways.
- 6.19 A building of the proposed scale on a prominent corner site will create a landmark, assisting with wider legibility. It positively addresses both Cheetham Hill Road and Lord Street with a setback and colonnade that articulates the corner, improving the experience at street level and responding to the establish route hierarchy. The setback will also provide a defensible buffer between the back-of-pavement and front-of-house.
- 6.20 24 storeys would make the proposed development the tallest building in the Green Quarter, marking the arrival both to the Green Quarter and also the city centre when arriving from the north. Located at this



prominent gateway position into the city core and in the context of the emerging height, the site is capable of accommodating the proposed height. Further, careful articulation in the building form will reduce the perceived scale and enhance the building's slender proportions.

- 6.21 The elevation treatment draws strong reference from the historic and local context, featuring a predominantly red brick façade complemented by stone and pre-cast detailing that reflects the earthy colour palette characteristic of the surrounding area.
- 6.22 All dwellings are NDSS and M4(2) compliant. As a betterment against the policy requirement, 3% of units will meet M4(3) standards.
- 6.23 The 'apartments above, townhouses at ground' approach is an established way of achieving an appropriate mix of housing and design quality in high density developments. The 4no. townhouses themselves will allow the building the better address the street, provide greater natural surveillance and encourage social interaction between neighbours.
- 6.24 With regards to design safe places, the Crime Impact Statement, prepared by Design for Security, concludes that subject to basic measures such as a high standard of lighting to external areas and CCTV systems, the proposals are supported.
- 6.25 The proposals are therefore in line with: PfE Policies JP-H3, -H4, -P1 and -P6; CS Policies SP 1, H 1, EN 1, EN 2 and DM 1; UDP Policies DC7.1 and CC4; Section 12 of the NPPF; the Guide to Development in Manchester SPD/PG; and the Manchester Residential Quality Guidance.
- 6.26 More details can be found in the Design and Access Statement, prepared by AEW Architects, and Crime Impact Statement, prepared by Design for Security

Townscape

- 6.27 As a tall building, the proposals will have an inevitable impact on the surrounding townscape. As established above, the building is of an excellent design quality commensurate to its scale and is well-considered in how it meets the street and sky.
- 6.28 A Townscape & Visual Assessment has been prepared by Re-form Landscape. It concludes that the townscape effects vary across four Townscape Character Areas identified within the study:

Townscape Character Area	Effect	Effect with Mitigation
Lord Street / Fernie Street Urban Block	Major Neutral	Moderate-Major Neutral
Cheetham Hill Road Corridor	Minor-Moderate Neutral	Slight Neutral
Green Quarter High-Rise Cluster	Minor-Moderate Neutral	Slight Neutral
NOMA / Victoria North Transition Zone	Moderate Neutral	Slight-Moderate Neutral

Table 4: Townscape Effect by Character Area

- 6.29 With mitigation in place, the majority of residual *visual*/effects reduce to Slight or Slight–Moderate Neutral,

with effects diminishing progressively with distance from the site. No receptors experience unacceptable or unmitigable visual effects.

- 6.30 The assessment demonstrates that the development will not result in unacceptable harm to the setting of designated and non-designated heritage assets.
- 6.31 Overall, it concludes that the development will result in a range of townscape and visual effects that are appropriate and acceptable within the context of a dynamic and evolving city-centre edge location.
- 6.32 The proposals are therefore in line with: PfE Policy JP-P1; CS Policies EN 2 and DM 1; Section 12 of the NPPF; and the Manchester Residential Quality Guidance.

Landscaping

- 6.33 The proposed landscaping integrates green infrastructure into the development, expanding the green infrastructure network and facilitating greater access to nature in the urban area.
- 6.34 The communal terrace will also act as a green roof, reducing the urban heat island effect and allowing for climate change adaptation in the urban area.
- 6.35 Proposed tree and shrub planting to Cheetham Hill Road, Lord Street and Fernie Street, as well as the landscaped amenity space, will enhance the street scene, increase the provision of street trees within the urban area and contribute to carbon sequestration.
- 6.36 Green infrastructure and nature are also understood to provide health benefits, such as cleaner air and mental wellbeing.
- 6.37 A direct access point for residents between the landscaped amenity space and the highway ensure convenient connectivity to the street network.
- 6.38 The proposals are therefore in line with: PfE Policies JP-S2, -S5, -G2, -G7, -G8, -P1, -P6 and -C8; CS Policies SP 1, EN 8, EN 9, EN 15 and DM 1; Section 12 of the NPPF; the Manchester Residential Quality Guidance; and the Manchester Green and Blue Infrastructure Strategy.

Amenity

- 6.39 Across the landscaped amenity space at ground floor, communal terrace and private balconies, the proposals offer an appropriate level of quality external amenity space for the city centre location. The scheme affords circa 1,000m² (Park Place) and 750m² (33-41 Cheetham Hill Road) additional external amenity space from recently consented schemes along Cheetham Hill and commensurate provision with city centre scheme which has included a new public pocket park (John Dalton House).
- 6.40 The communal terrace has been located facing south, towards the city centre, offering residents views of the Manchester skyline and optimum sunlight.
- 6.41 Providing access to green, outdoor spaces will result in positive health outcomes for residents.

- 6.42 Communal amenity spaces at ground floor adjacent to the entrance lobby and 15th floor opening out onto the roof terrace will also be provided, allows residents and visitors to meet and relax outside their individual dwellings.
- 6.43 The evolution of the ground floor amenity has seen the incorporation of pergola covered outdoor seating areas, picnic tables to encourage dwell time and outdoor dining as space for families, co-located with a timber trail within the planting bed that affords opportunity for incidental play.
- 6.44 External lighting schemes have been designed to ensure that external spaces are sufficiently well lit without causing unacceptable impacts on neighbouring amenity.
- 6.45 Good levels of privacy will be afforded to all residential units:
- Only the 4no. townhouses open directly onto the street, and these will be recessed within the colonnade, with individual private stairs leading to each home, establishing a sense of privacy, which is further enhanced by the proposed landscaping;
 - The 3no. units at ground level with windows facing Fernie Street will be elevated from street level due to the site level change and basement. They will therefore feel separated enough from the public realm to offer privacy;
 - The 2no. units at ground level that open onto the external amenity space are separated from the space by private terraces;
 - Units at first floor and above will be sufficiently separated from the street in terms of privacy.
- 6.46 Additionally, only the eastern elevation has residential use directly adjacent to the site, with less sensitive uses directly north, south and west from a privacy perspective.
- 6.47 Regarding the distance between the proposed building and surrounding residential buildings, this is considered to be acceptable in the context of the Green Quarter and the precedent set by the 2016 consent.
- 6.48 In terms of microclimate, a Wind Microclimate Assessment has been prepared by ArcAero. It finds that:
- The wind conditions at the existing site comply with the safety and comfort criteria for existing pedestrian activities;
 - Following the introduction of the proposed development into the existing surrounds, wind conditions remain safe and largely comfortable for intended uses within and around the site; and
 - With the introduction of the cumulative developments, wind conditions within and around the site are entirely safe and comfortable for their intended use, with the exceedance on the terrace level fully resolved.
- 6.49 Chapter 6 of the Environmental Statement (Daylight, Sunlight and Overshadowing) has been prepared by Proximity to assess the potential daylight, sunlight and overshadowing impacts of the development. It acknowledges that the completed development will result in reduced daylight and sunlight over the site to windows and rooms of neighbouring buildings. Jefferson Place and Barton Place will experience Moderate Adverse Effect in terms of daylight. St Chad's Presbytery will experience Negligible Neutral sunlight amenity impacts and Britton House will experience Minor Adverse sunlight impacts. It is also finds that the development will result in Cumulative Effects on 6no. surrounding buildings. Full details can be found in the

Environmental Statement, prepared by Ramboll

- 6.50 While it is recognised that the development will result in daylight, sunlight and overshadowing impacts to neighbouring buildings, relevant legislation, policy and guidance acknowledges that town and city centres, and other locations with proximity to transport links, are appropriate locations for higher density of development, and planning policy and the BRE Guidance acknowledge that guidelines regarding daylight and sunlight should be applied flexibly in such locations.
- 6.51 It should also be noted that the site benefits from extant consent for a 16-storey building which could be implemented. If constructed, this building would also be likely to have daylight, sunlight and overshadowing impacts on the surrounding area.
- 6.52 The impacts of the proposed scheme, then, must be viewed in the context of the site's fallback position and high-density urban context, and balanced against the significant regeneration benefits.
- 6.53 The proposals are therefore in line with: PfE Policies JP-P1 and -P6; and CS Policies H 1, EN 2 and DM 1.

Heritage

- 6.54 The proposals have given due consideration to the site's historic context and environment.
- 6.55 Prominent historic, 19th century buildings along Cheetham Hill Road have heavily informed the local character analysis, which in turn has influenced the design response. The proposed materiality, for example, has been selected to compliment the local material palette which includes red brick, stone sills and lighter buff brick and stone.
- 6.56 An elevational analysis to understand the distinctive character of the area by reviewing detailing, bonds and proportions of the historic context along Cheetham Hill Road has also shaped the proposed design. The elevation treatment draws strong reference from the historic and local context, featuring a predominantly red brick façade complemented by stone and pre-cast detailing that reflects the earthy colour palette characteristic of the surrounding area.
- 6.57 At the design detail scale, the window fretwork pattern which is repeated throughout the building draws inspiration from the stone floral motifs found on the former Free Library.

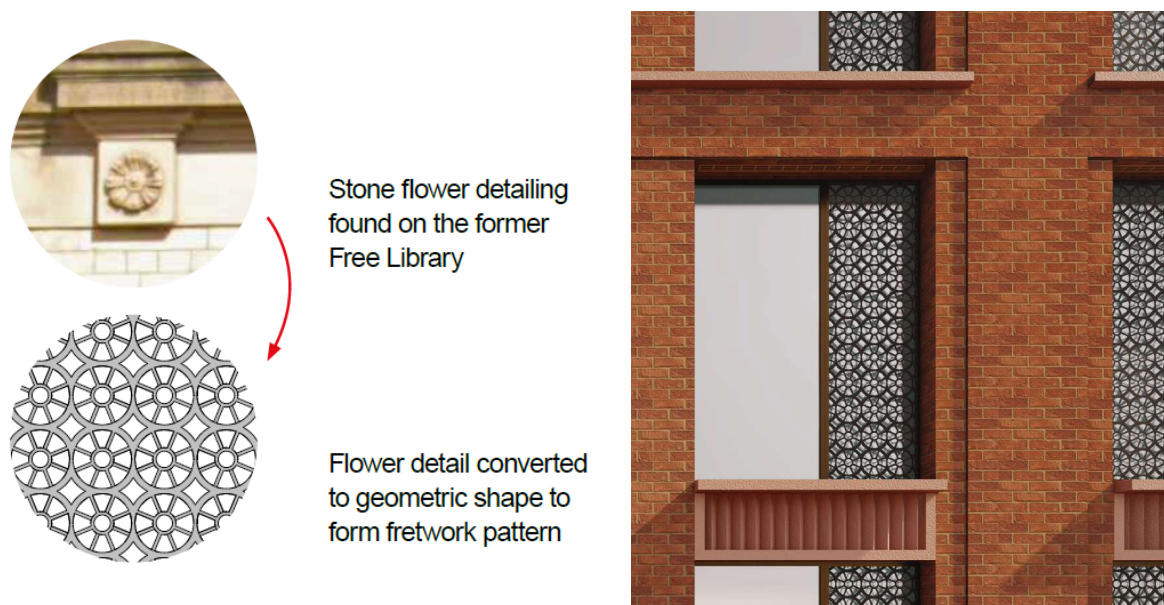


Fig. 6: Flower detail DNA

- 6.58 An Archaeology and Heritage Desk-Based Assessment has been prepared by Oxford Archaeology. The assessment builds upon an early assessment produced in 2016. The purpose of the report, among other things, is to identify and assess the potential impacts from the proposed development upon surviving archaeological resource and heritage assets.
- 6.59 A 300m search area from the site boundary has been used to identify designated and non-designated heritage assets which could be affected by the proposed development. This area was advised by Greater Manchester's Archaeological Advisory Service (GMAAS) following consultation regarding the required scope of the updated desk-based assessment.
- 6.60 Nine listed buildings lie within the wider study area, all grade II. The site itself has seen numerous alterations in built form and appearance in the twentieth and twenty-first centuries. In addition, the built-up nature of its immediate environment, including large, modern residential structures, means that indirect impacts occurring as a result of the proposed development are not concerned to be a concern. As such, no associated mitigative works are likely to be required.
- 6.61 As noted previously, the Townscape and Visual Assessment found no unacceptable harm to the setting of designated and non-designated heritage assets.
- 6.62 It should also be stated that by transforming a vacant and derelict site into a high-quality development, the scheme will enhance the setting of the nearby listed buildings.
- 6.63 With regards to Archaeology, it is likely that nineteenth century developments on the site have impacted any earlier evidence for activity. In addition, it is possible that demolition and clearance works within the site between 1922 and 1946, and again by 1975, and groundworks to construct subsequent twentieth century structures, have impacted sub-surface remains of the nineteenth century structures. The subsequent demolition of the twentieth century structures in 2018-2020, as well likely removing all traces of

these later structures, may have further impacted any surviving remains of their nineteenth century predecessors.

- 6.64 Groundworks occurring as part of the proposed development will require reduction or other disturbance of ground levels across the site. Even the area not receiving a basement level is likely to be affected by excavations for foundations and service trenches, as well as for landscaping works. Any such ground disturbance will damage or destroying surviving below-ground archaeological remains, resulting in a permanent irreversible, direct impact.
- 6.65 The assessment concludes that, given survival levels revealed by archaeological investigations at similar sites in the wider study area, it is possible that further archaeological work will be required, to ensure any surviving heritage assets are preserved through recording. Such requirements would be defined by the Greater Manchester Archaeological Advisory Service and can be secured via planning condition.
- 6.66 Full details can be found in the Archaeology and Heritage Desk-Based Assessment, prepared by Oxford Archaeology.
- 6.67 The proposals are therefore in line with: PfE Policies JP-P1 and -P2; CS Policies EN 1, EN 3 and DM 1; UDP Policies DC19.1, DC20.1 and CC4; and Section 16 of the NPPF.

Energy and Sustainability

- 6.68 The Environmental Standards Statement, prepared by Element Sustainability, confirms that:
- A Stage 2 Life Cycle Analysis of the materials to be used within the building calculates upfront embodied carbon as 593.69 kgCO₂e/m² which is an improvement on the PfE target of 600kgCO₂e/m².
 - The scheme will be specified with efficient water fixtures and controls. This will achieve a calculated daily consumption of <110 litres/person/day.
 - The scheme will be designed and specified in accordance with the principles of the energy hierarchy and improves upon the carbon dioxide reduction targets and guidance set by Manchester City Council.
- 6.69 The Energy & Carbon Statement, also prepared by Element Sustainability, provides additional details regarding the scheme's environmental performance:
- The average space heating demand is predicted at 6.51kWh/m²/year
 - The average energy usage intensity is predicted at 29.90kWh/m²/year
 - Photovoltaic (PV) arrays have been selected as an appropriate renewable energy technology to contribute to the CO₂ emission reduction target, with a 44% PV Footprint area.
 - The proposed specification includes an Air Source Heat Pump (Dimplex Edel EDL170-520RF) providing hot water very efficiently to each dwelling within the scheme. This system operates with a COP of 302% efficiency.
 - The scheme will be fossil fuel free.
 - It has been demonstrated that there are more effective alternatives for minimising carbon emissions than connecting to a low carbon heat network, nor would it be practical or financially viable.
 - As the development falls under the Case 3 classification, there is no requirement to connect to a future district heat network due to the uncertainty surrounding if or when such a network will be installed.
 - The Energy & Carbon Statement also includes a completed Energy and Carbon Proforma

- 6.70 Element Sustainability have also prepared a Life Cycle Assessment in order to understand what impact, the scheme will have on the environment, regarding both embodied and whole life carbon. The Assessment finds that the scheme improves upon the PfE Residential Major Development: Flats target for upfront embodied carbon.
- 6.71 The proposals are therefore in line with: PfE Policies JP-S1, -S2, -S3 and -S4; CS Policies CC 1, EN 2, EN 4, EN 5, EN 6 and EN 8; and Section 14 of the NPPF.
- 6.72 CS Policy DM 1 stipulates accordance with the Code for Sustainable Homes. However, this is no longer applicable following the Housing Standards Review.

Technical Considerations

Air Quality

- 6.73 High density, car-free residential development in this highly sustainable, well-connected location will reduce reliance on forms of transport that generate air pollution.
- 6.74 An Air Quality Assessment has been prepared by Redmore Environmental to assess the potential impacts associated with dust emissions during construction and road transport emissions during the operational phase of the proposed development, risk of exposure of future residents to any existing air quality issues and identify the requirement for relevant mitigation measures.
- 6.75 It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 6.76 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed using standard screening criteria. Based on the nature of the proposals (i.e. there is no onsite car parking), road traffic exhaust emission impacts were not predicted to be significant.
- 6.77 The proposal has the potential to expose future residents to elevated pollution levels. Dispersion modelling was therefore undertaken in order to predict concentrations across the site as a result of emissions from the highway network. Results were subsequently verified using local monitoring data.
- 6.78 The results of the dispersion modelling assessment indicated that predicted pollutant concentrations were below the relevant criteria across the development. As such, the site is considered suitable for the proposed end use from an air quality perspective.
- 6.79 A number of mitigation measures were identified in line with the requirements of Manchester City Council's 'Air Quality and Planning Technical Guidance' in order to reduce vehicle exhaust emissions associated with the proposals. It is considered these are appropriate for a development of this scale and nature and will further control impacts during the operational phase.

- 6.80 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development.
- 6.81 Full details can be found in the Air Quality Assessment, prepared by Redmore Environmental.
- 6.82 The proposals are therefore in line with PfE Policies JP-S5 and -P6; CS Policies EN 16 and DM 1; and Section 15 of the NPPF.

Highways

- 6.83 The proposals include 100% cycle parking provision and is car free, which is both considered acceptable in this location due to its highly-sustainable nature and strong transport links and will promote higher levels of walking, cycling and public transport use.
- 6.84 By virtue of this, the proposals are in accordance with the transport hierarchy, prioritising pedestrians and cyclists over motorised vehicles.
- 6.85 A Transport Statement has been prepared by Curtins to assess the potential impact on the surrounding area from a traffic and transportation perspective.
- 6.86 It concurs that the site is highly accessible by sustainable modes of transport, including by foot.
- 6.87 The cycle strategy is in line with MCC's guidelines (1 cycle space per unit) and includes 5% non-standard cycle spaces.
- 6.88 It confirms that the car-free approach is consistent with other city centre developments, and that future prospective residents would be aware of the car parking restrictions before deciding whether to move to such development. There is also an abundance of public car parks nearby that residents and visitors could use.
- 6.89 Traffic forecasting using TRICS data suggests there could be 11 and 15 two-way vehicular movements generated by the proposed development in the AM and PM peaks respectively. On this basis, it is considered that the highway network would not experience any adverse traffic impact resulting from the proposed development and capacity assessments would not be required.
- 6.90 It is similarly not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 6.91 Regarding access and servicing, waste will be collected from Fernie Street, via a proposed 2.7 x 12.5m loading/ servicing bay, which has been strategically located to minimise conflicts with regular traffic. Bins will be collected and returned directly from the external collection point, which is located along the northeastern frontage of the site.
- 6.92 Refuse collection vehicles are expected to utilise existing turning heads along Fernie Street to turn around and exit towards Lord Street; as is understood to be the existing collection strategy in this area.



- 6.93 Swept path analysis drawings are provided to demonstrate how an 11.2m refuse vehicle would safely serve the development.
- 6.94 On collection days, refuse bins will be brought up from the basement bin store to the street for collection.
- 6.95 A Waste Management Strategy has also been prepared by Curtins. The proposals have been informed by MCC's Waste Proforma, which is included in the Management Strategy.
- 6.96 Finally, Curtins have also prepared an Interim Travel Plan to establish potential measures that could be implemented to affect model choice and act as a precursor to a details Travel Plan.
- 6.97 Full details can be found in the Transport Statement, Waste Management Strategy and Interim Travel Plan prepared by Curtins.
- 6.98 Additional information regarding access and refuse and cycle strategies is also included with AEW's Design and Access Statement.
- 6.99 The proposals are therefore in line with: PfE Policies JP-Strat14, -P6, -C1 and -C8; CS Policies H 1, T 1, T 2, EN 19 and DM 1; Section 9 of the NPPF; and Draft Local Plan Policy T 2.

Land Contamination

- 6.100 A Preliminary Risk Assessment Report has been prepared by Enzygo.
- 6.101 The report has been prepared in accordance with national guidance. It includes a review of historical site uses, environmental setting and ground conditions, using desk-based resources and a 2019 ground investigation.
- 6.102 The site has undergone at least two stages of historical development and demolition, including residential, commercial and retail uses. A lighting factory was present in the east of the site between 1980s and 2010. All buildings were demolished in 2019. An active petrol filling station was adjacent to the south of site.
- 6.103 The site is not within a groundwater Source Protection Zone, and the combined groundwater vulnerability at the site is low.
- 6.104 Previous ground investigation was undertaken in 2019 before demolition. Ground conditions comprised Made Ground, up to 2.5m thick, over cohesive Glacial Till, with layers of sand from 4.5m bgl. The Chester Bed Formation (principal aquifer) was encountered from depths in the range of 14.7m to 20.9m bgl, comprising an upper weathered zone and rockhead from 24.1m bgl. Groundwater level was identified from approximately 13.2m bgl in the aquifer.
- 6.105 No visual or olfactory evidence of contamination was identified during the ground investigation. No significant sources of ground gases were observed. The potential for significant ground contamination to be present on-site is low, as demonstrated by the 2019 ground investigation.
- 6.106 The conceptual site model and preliminary risk assessment conclude that the risks from ground contamination at the site ranges from low, to moderate to low.

6.107 It is recommended that a limited phase of ground investigation is undertaken to confirm the latest condition of the site, including areas that were inaccessible during the 2019 investigation. It is expected that this could be undertaken following granting of planning permission.

6.108 Full details can be found in the Ground Contamination Preliminary Risk Assessment, prepared by Enzygo.

6.109 The proposals are therefore in line with: PfE Policy JP-S1; CS Policies EN 17 and EN 18; and Section 15 of the NPPF.

Flood Risk, Drainage and Water

6.110 The site is located in Flood Zone 1, where development should be directed.

6.111 A Combined Drainage Strategy and Strategy Stage 3 Report has been prepared by Civic.

6.112 The Flood Risk Assessment within said Report concludes that the flood risk for the proposed development can be summarised as follows:

Flood Risk Type	Risk
Tidal/Fluvial (Rivers and Sea)	Very low risk
Pluvial (Surface Water)	Low risk
Reservoir	Very low risk
Canals	Extremely low risk
Public Sewers	To be confirmed by United Utilities, presumed low risk
Groundwater	Low risk (to be confirmed by site investigation)

Table 5: Summary of Flood Risk

6.113 It is proposed that the site will be restricted to the equivalent of greenfield run-off rate, calculated at 5.6l/s. It is anticipated that on-site water storage will be provided by an attenuation storage tank.

6.114 The drainage hierarchy has been followed as such:

- Infiltration devices should not be built within 5m of a building or road, so acceptance of the use of infiltration by the Local Highway Authority is unlikely. Additionally, overlying till underneath the site has low infiltration capacity;
- The nearest water body is the River Irk (circa 300m from the site). Disposal of surface water to the river is not deemed feasible due to the distance to the water body and constraints imposed by crossing third-party land;
- There are no known surface water sewers close to the development, so disposal via surface water sewers is currently not deemed to be feasible pending confirmation via CCTV survey;
- There are several combined sewers surrounding the site, which is likely to be the only feasible option for the development.

6.115 Foul water flows will be conveyed using traditional piped gravity system, discharging to the public combined sewer.

- 6.116 Overall, it is not expected that the development will have detrimental impact on wider flood risk in the area and is anticipated to reduce flood risk within the immediate vicinity owing to the restriction to greenfield discharge rates.
- 6.117 The scheme will be specified with efficient water fixtures and controls. This will achieve a calculated daily consumption of <110 litres/person/day.
- 6.118 Full details can be found in the Combined Drainage Strategy and Strategy Stage 3 Report, prepared by Civic.
- 6.119 The proposals are therefore in line with: PfE Policy JP-S4; CS Policies CC 1, EN 14, EN 17 and DM 1; and Section 14 of the NPPF.

Noise and Ventilation

- 6.120 An Environmental and Intrusive Noise Assessment has been undertaken by Sol Acoustics. The Assessment is underpinned by a baseline environmental noise survey undertaken in July 2025.
- 6.121 The proposed development can be categorised as “high risk” as defined by Professional Planning Guidance: Planning and Noise. It is likely to be acceptable from a noise perspective assuming a good acoustic design process is demonstrated to mitigate any potential impacts of environmental noise, as outlined in this report.
- 6.122 Appropriate indoor ambient noise levels can be achieved within internal residential habitable rooms across the residential development with an MVHR Approved Document F background ventilation strategy and acoustic glazing strategy as outlined in the report.
- 6.123 The Assessment presents acoustic guidance concerning the noise constraints regarding mitigating residential summertime overheating using a natural ventilation strategy in accordance with the assessment framework provided in Acoustics, Ventilation and Overheating, Residential Design Guide 2020 and the requirements of Building Regulations Approved Document O.
- 6.124 It is considered that for specific façade areas, the use of “partially open” or “fully open windows” to mitigate overheating may result in a significant adverse noise impact to a number of low-level residential units during the daytime and/or result in an exceedance of Building Regulations Approved Document O Section 3 intrusive noise requirements within bedrooms during night-time periods.
- 6.125 It is recommended that a suitable overheating mitigation strategy is developed with the window opening restrictions as outlined within the report.
- 6.126 Predictions show that environmental noise levels within the proposed external amenity at ground floor will likely exceed desired noise level targets. However, the noise levels in the proposed roof terrace are predicted to comply. Given the access to the communal terrace and nearby open park space within the vicinity of the site, it is considered that the predicted noise levels in external amenity areas are in line with standard guidance.



- 6.127 Appropriate daytime and nighttime environmental noise limits for operational noise egress and M&E plant (and associated louvres, cowls etc.) have also been set herein, all as based on the results obtained from the environmental noise survey undertaken.
- 6.128 Full details can be found in the Environmental and Intrusive Noise Assessment, prepared by Sol Acoustics.
- 6.129 A Ventilation Statement has been prepared by CAD21 to outline the proposed ventilation strategy for the development and to demonstrate how it provides suitable internal environmental conditions for future residents, while ensuring compliance with national and local planning requirements.
- 6.130 The Statement sets minimum extract rates for apartments to comply with Part F of the Building Regulations.
- 6.131 It confirms that apartments will use MVHR units to support the TM59 internal temperature control strategy and local authority carbon reduction requirements.
- 6.132 Attenuation will be provided to intake and exhaust duct connections at the façade and the MVHR unit, with acoustic lagging between the façade connection and façade attenuators where needed.
- 6.133 In addition to the continuous mechanical ventilation systems, provision for purge ventilation is required to rapidly remove contaminants such as indoor pollutants, excess heat, or stale air.
- 6.134 Window opening configurations, restrictors, and acoustic performance will be reviewed during next design stage to maximise natural purge capacity, while ensuring regulatory compliance. The mechanical component of the purge strategy will be coordinated with system sizing, fan performance, and acoustic criteria to ensure effective and comfortable operation for occupants.
- 6.135 Full details can be found in the Ventilation Statement, prepared by CAD21.
- 6.136 The proposals are therefore in line with: PfE Policy JP-P1; CS Policy DM 1; and UDP Policies DC26.1 – 26.6.

Digital Connectivity

- 6.137 A Broadband Connectivity Assessment and Television and Radio Reception Impact Assessment have been prepared by GTech Surveys.
- 6.138 Both Virgin Media and BT Openreach have existing fibre infrastructure adjacent to the site, meaning quality digital connectivity is considered feasible.
- 6.139 The applicant will commit to enable the proposed development for robust connectivity and future-proof upgrading by following the statutory guidance.
- 6.140 Due to the existing coverage and robust nature of the Digital Terrestrial Television (DTT) signal and broadcast radio network in the study area, the proposed development is not expected to have any adverse effect on the reception of Freeview television or VHF(FM) radio services.
- 6.141 The proposed development and the use of tower cranes used during construction phase may cause interference for the reception of digital satellite television services in areas to the immediate northwest of the Site, within 179 m from the base of the proposed building. If interference does occur, the repositioning

of satellite dishes to new locations without an obscured line-of-sight view to the serving satellites would restore reception. If this is not possible, the use of DTT, TV over IP / fibre, broadband or cable reception equipment receiving equipment would also offer any affected viewer an alternative source of digital television broadcasts. Any sporadic interference arising from tower crane use is expected to be limited in duration (only occurring during periods when the cranes are erected and in use) and will cease completely when the cranes are taken down.

6.142 Full details can be found in the respective Assessments, prepared by GTech Surveys.

6.143 The proposals are therefore in line with PfE Policy JP-C2 and Section 10 of the NPPF.

Fire Strategy

6.144 A Gateway One Fire Statement has been prepared by OFR Consultants. The Statement provides information about:

- The principles, concepts and approach relating to fire safety that have been applied to the development;
- The site layout;
- Emergency vehicle access and water supplies for firefighting purposes;
- What, if any, consultation has been undertaken on issues relating to the fire safety of the development; and what account has been taken of this; and
- How any policies relating to fire safety in relevant local development documents have been considered.

6.145 The Statement evidences the fire safety provisions made especially with respect to land use.

Construction Management and Local Labour Agreement

6.146 The proposals are supported by the following Plans, prepared by Linear:

- Construction Phase Health & Safety Plan;
- Local Employment Plan
- Site Waste Management Plan

6.147 Together, these documents will ensure that, during the construction phase, potential negative impacts are minimised and mitigated and positive impacts on the local economy are maximised.

6.148 The potential for demolition and construction works to cause environmental impacts has been discussed in Chapter 5 of the Environmental Statement. Mitigation and management measures have been developed during the course of the iterative EIA process, which would inform any final version of a Construction Management Plan.

6.149 The implementation of mitigation and management measures set out in appropriate documents and relevant chapters of the Environmental Statement, in conjunction with periodic monitoring to ensure the implementation and effectiveness of proposed measures, would assist in avoiding significant effects from demolition and construction works and in controlling residual effects.

6.150 The proposals are therefore in line with: PfE Policies JP-J1 and -C8; and CS Policy EN 19.

Ecology and Biodiversity

6.151 A Preliminary Ecological Appraisal Report has been prepared by E3P. It confirms that:

- ✎ The proposed site will not require further consultation with Natural England to proceed in relation to the Rochdale Canal Site of Special Scientific Interest due to the size of the site and the nature of the proposed works.
- ✎ No negative impacts to the Rochdale Canal Area Special Area of Conservation are anticipated as a result of the development and therefore a Habitat Regulations Assessment will not be required.

6.152 One onsite structure is assessed as having 'Low' bat roosting potential. One Nocturnal Bat Survey is required between May and August (inclusive). A Nocturnal Bat Survey has been scheduled for May 2026.

6.153 The Report also recommends mitigations for other protected species.

6.154 E3P have also prepared a Biodiversity Metric Report. The report confirms that the proposed development will result in a total loss of -0.27 habitat units (-41.66%) and gain of +0.05 hedgerow units (as there are zero hedgerow baseline units, a net change percentage cannot be calculated). The additional onsite planting needed to achieve a 10% net gain and satisfy the trading rules (27 small trees of a moderate condition) is considered unfeasible based on physical site constraints. Off-site compensation will therefore be required.

6.155 Full details can be found in the Preliminary Ecological Appraisal Report and Biodiversity Metric Report, prepared by E3P.

6.156 The proposals are therefore in line with: PfE Policies JP-S1 and -G8; CS Policies EN 15 and DM 1; and Section 15 of the NPPF.

Viability

6.157 The proposed development exceeds the trigger for affordable housing requirement set by Policy H 8. There is therefore a baseline policy requirement for 20% affordable housing.

6.158 This requirement is subject to financial viability. In accordance with paragraph 59 of the NPPF, a Viability Assessment has been undertaken and submitted as part of the application to robustly justify the lack of developer contributions including affordable housing in this instance to ensure deliverability.

6.159 Notwithstanding this, it must be acknowledged, as per Policy JP-H2, that by significantly increasing the supply of housing, the scheme will inherently assist with affordability in the city and region.

6.160 Furthermore, the extant planning permission for 192no. dwellings on the scheme did not include any on-site affordable housing. This fallback position establishes a precedent for a 100% market scheme on the application site.

6.161 The proposals are therefore in line with: PfE Policies JP-H2 and -D2; CS Policies H 8 and PA 1; and the Viability PPG.

Environmental Statement

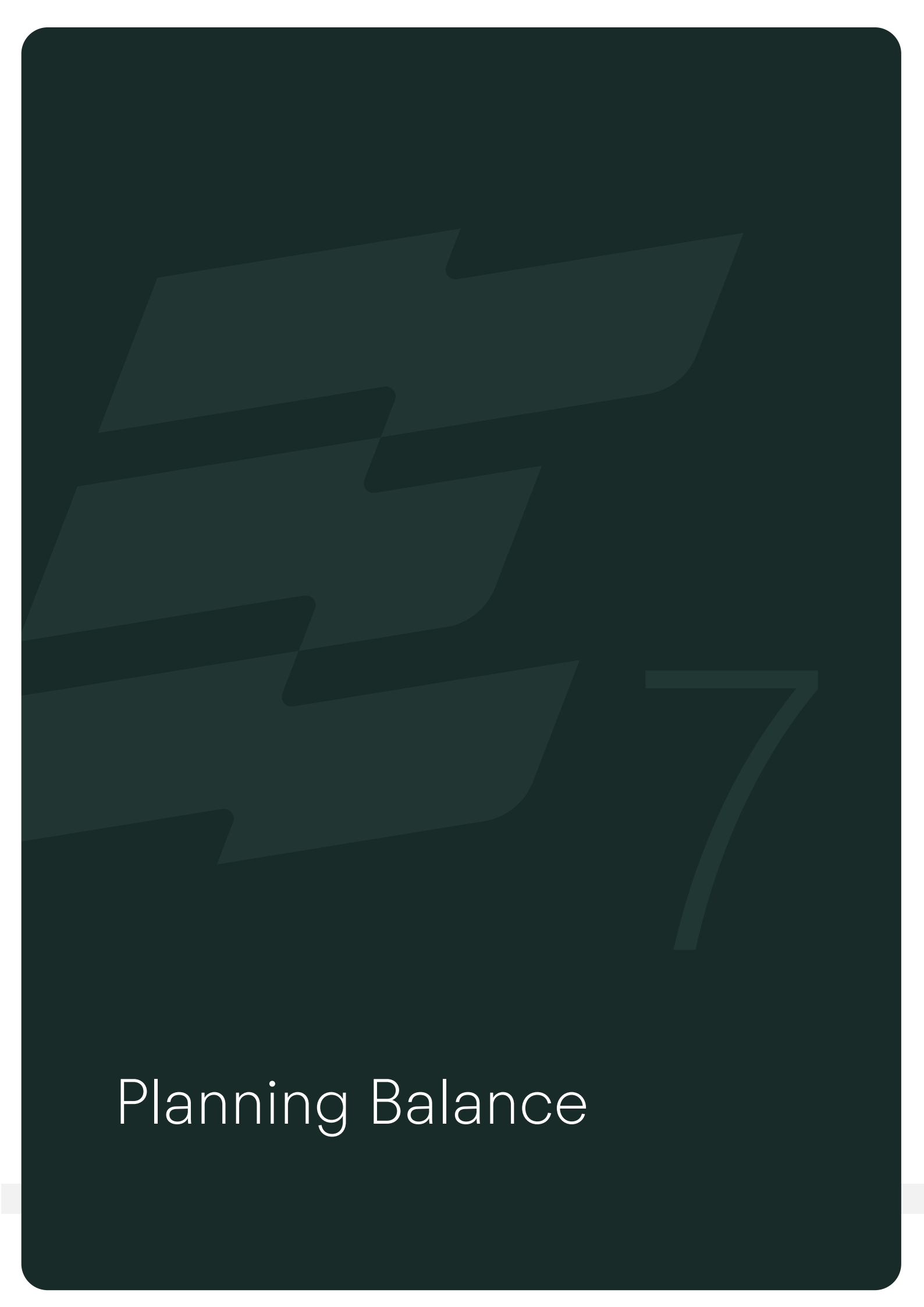
6.162 An Environmental Statement (ES) has been prepared by Ramboll with input from Proximity (Daylight,

Sunlight and Overshadowing), Re-form (Built Heritage, Townscape & Visual Impact) and ArcAero (Wind Microclimate). The ES has been prepared in accordance with the statutory procedures set out in The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) and informed by the Scoping Opinion issued by MCC on 5th January 2026 (ref. EIASCO/25/012).

- 6.163 Matters relating to Daylight, Sunlight and Overshadowing, Townscape and Visual Impact, Wind Microclimate and Demolition and Construction have been summarised and discussed in the 'Design', 'Amenity' and 'Construction Management and Local Labour Agreement' Sections of this Chapter of the Planning Statement.
- 6.164 The Environmental Statement also considers potential effects with regards to Socio-Economics and Human Health and Climate Change and Greenhouse Gases.
- 6.165 Regarding Socio-Economics and Human Health, Chapter 8 reports on the likely significant socioeconomics and human health effects to arise from the demolition and construction stage and the completed development stage of the proposed development.
- 6.166 During demolition and construction, the main socio-economic effects relate to the creation of temporary jobs and associated expenditure by the workforce and supply chain. This is expected to result in a Minor Beneficial, temporary effect for the wider labour market and local economy, which is not significant in EIA terms. Standard construction management measures would be implemented as part of the project, and no additional mitigation is required for socio-economics and human health.
- 6.167 Once completed, the proposed development would provide 251 new homes, increasing housing supply and supporting housing delivery objectives. This is assessed as a Minor Beneficial, long-term socio-economic and human health effect (not significant).
- 6.168 The additional resident population would increase day-to-day spending and support nearby services and businesses. This effect is assessed as Minor Beneficial and not significant.
- 6.169 The development would increase demand for local open space and recreation. With no on-site children's play space, future residents would rely on nearby parks and play facilities. Given the modest scale of population increase and availability of open space within walking distance, effects are assessed as Minor Adverse, long-term and not significant.
- 6.170 Overall, the completed development is expected to result in Minor Beneficial effects for housing supply and the local economy and no significant human health effects. A significant localised socio-economic amenity effect is identified for daylight impacts at Jefferson Place and Barton Place, consistent with the technical daylight assessment.
- 6.171 It is considered that the PfE requirement for a Health Impact Assessment to support the application is met by Chapter 8 of the Environmental Statement.
- 6.172 Chapter 9 reports on the likely significant Climate Change and Greenhouse Gas (GHG) effects to arise from the demolition and construction stage and the completed development stage of the proposed

development. It makes reference to the Life Cycle Assessment and Carbon and Energy Statement, both prepared by Element.

- 6.173 Overall, it is considered that the demolition of the existing site and construction of the proposed development would result in a minor effect on as a result of greenhouse gases to the global atmosphere, and as such would not give rise to significant effects on Climate Change.
- 6.174 Similarly, it is considered that the completed proposed development has taken significant steps to minimise the amount of greenhouse gases emitted to the atmosphere. As such, residual effects are not considered to be significant.
- 6.175 No significant adverse or beneficial effects have been identified during the demolition and construction stage in respect of and receptors. As such, no further additional mitigation would be required to stop any intra-project cumulative effects.
- 6.176 In respect of the completed development stage, existing off-site residential receptors would experience adverse effects relating to socioeconomics and human health simultaneously to effects from daylight and sunlight. The loss of daylight and sunlight effects and socio-economic effects do not interact with each other, and it is not expected to result in any new or materially different significant effect on the receptors as a result of effect interactions.
- 6.177 Chapter 11 summarises the additional mitigation measures, the enhancement measures and the residual effects identified in the technical assessments within the Environmental Statement.

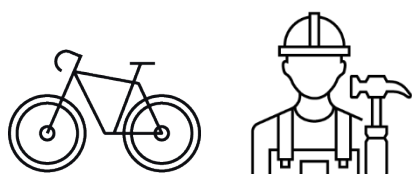
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Planning Balance

7.Planning Balance

7.1 The proposal has been considered to be in compliance with the Development Plan and any Material Considerations. To summarise this position, the below sets out the scheme against the three dimensions of sustainable development as defined by paragraph 8 of the Framework.

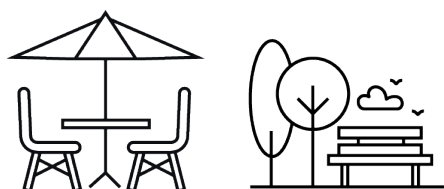
Economic Benefits



The proposal will contribute to regeneration of a vacant site, providing high-quality housing to attract and retain workers and provide job opportunities.

- The high-quality development would secure a long-term future of the site.
- During the construction phase, the proposed development would support a number of direct and indirect jobs within the construction industry and associated supply chains.
- Increasing the supply of high-quality homes in close proximity to jobs will help to attract and retain workers to the city and region.
- The residential properties will generate Council Tax revenue for the Council.

Social Benefits

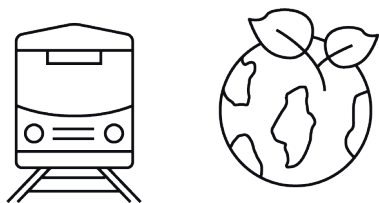


The development will deliver 251no. accessible homes on a currently blighted plot of land.

- The creation of 251no. dwellings will contribute towards Manchester's housing supply, helping the Council to maintain a strong Housing Land Supply position.
- The scheme will be fully accessible, with 3% of units meeting M4(3) and the remainder as M4(2).
- The development will remediate and make good a derelict, brownfield plot of land, increasing feelings of safety in the area.

- Future residents will benefit from outdoor amenity areas, enhancing wellbeing.

Environmental Benefits



The proposal is situated within a sustainable location with good access to public transport modes and not impacting upon any statutory wildlife sites.

- The site is located entirely within Flood Zone 1 as an area of lowest risk of flooding and consequently preferable to direct development towards.
- The proposal is sustainably located and incorporates cycle storage provision. The scheme would therefore continue to support modal shifts in transport and reduce reliance on the private car.
- The high-density development will relieve pressure to build on greenfield and Green Belt land in the future.
- The high-quality and sympathetic design will improve the street scene and create a landmark building, enhancing legibility and providing activation and passive surveillance.
- Street trees and landscaped amenity spaces will increase the extent of the green infrastructure network.
- The scheme will be fossil fuel free, incorporating PV arrays to generate renewable energy, and use measures such as Air Source Heat Pumps and electric panel heaters, contributing towards making more efficient use of non-renewable materials resources, and to reducing the lifecycle impact of materials used in construction.

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

7.3 In considering the planning balance on the proposals, the scheme has been evidenced to providing a sustainable development for a sector of society with specific needs such that the benefits of allowing the



proposal would outweigh any adverse impacts which may arise as a result. It is therefore considered that the proposals accord with the Development Plan and consequently the proposals should be approved without delay in accordance with paragraph 11(c) of the NPPF and the adopted development plan.



Appendix A

Appendix A – Relevant Policies

Places for Everyone	
JP-Strat1: Core Growth Area	<i>The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.</i> <i>Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. [...]</i>
JP-Strat2: City Centre	<i>The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.</i> <i>[...] Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists. [...]</i> <i>The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.</i>
JP-Strat14: A Sustainable and Integrated Transport Network	<i>[...] Higher densities will typically be appropriate in locations with good access to rapid transit connections.</i> <i>New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.</i>
JP-S1: Sustainable Development	<i>To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.</i> <i>[...]</i> <i>In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.</i>
JP-S2: Carbon and Energy	<i>The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:</i> <i>[...]</i> <i>2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;</i> <i>[...]</i>

	5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; a. Be net zero carbon which applies: • from adoption – to regulated operational carbon emissions; • from 2028 – to all emissions ‘in construction’. From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: - Minimise energy demand; - Maximise energy efficiency; - Use renewable energy; - Use low carbon energy; and - Utilise other energy sources. From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies. b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site; c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date; d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1. For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced. [...] f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible. [...]
JP-S3: Heat and Energy Networks	The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this: [...] 2. Within the identified “Heat and Energy Network Opportunity Areas”, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such a connection is not practicable or financially viable, it is expected that:

	<i>a. New residential developments that are '10 dwellings or more' or other developments over 1,000 m² floor space shall:</i> <i>i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or</i> <i>ii. Install a site-wide or communal heat/energy network solution.</i> [...]
JP-S4: Flood Risk and the Water Environment	<i>An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:</i> [...] <i>2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;</i> <i>3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;</i> <i>4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. [...]</i> <i>5. Ensuring that sustainable drainage systems:</i> <i>i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;</i> <i>ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;</i> <i>iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and</i> <i>iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.</i> [...] <i>7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.</i>
JP-S5: Clean Air	<i>A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:</i> <i>1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;</i> <i>2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;</i> [...]

	<i>10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and</i> <i>11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.</i>
JP-J1: Supporting Long-Term Economic Growth	<i>A thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on:</i> <i>[...]</i> <i>E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers</i> <i>F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate</i> <i>[...]</i>
JP-H1: Scale, Distribution and Phasing of New Housing Development	<i>A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.</i> <i>The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets.</i> <i>[Manchester will deliver 3,533 dwellings per annum]</i>
JP-H2: Affordability of New Housing	<i>Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:</i> <i>1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases [...]</i>
JP-H3: Type, Size and Design of New Housing	<i>Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. [...]</i> <i>Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.</i> <i>[...]</i> <i>All new dwellings must:</i> <i>1. Comply with the nationally described space standards; and</i> <i>2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.</i> <i>[...]</i>
JP-H4: Density of New Housing	<i>New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out below</i> <i>[Minimum net residential density of 200dph within the city centre]</i>

	<i>In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:</i> [...] <i>C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable</i>
JP-G2: Green Infrastructure Network	[...] <i>Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.</i>
JP-G7: Trees and Woodland	<i>We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and associated activities such as:</i> [...] <i>6. Considerably increasing the provision of street trees within urban areas;</i> [...]
JP-G8: A Net Enhancement of Biodiversity and Geodiversity	<i>Through local planning and associated activities, a net enhancement of biodiversity resources will be sought, including, where relevant, by:</i> [...] <i>5. Facilitating greater access to nature, particularly within urban areas;</i> [...] <i>Development will be expected to:</i> <i>a. Follow the mitigation hierarchy of:</i> <i>i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then</i> <i>ii. Adequately mitigating any harm to biodiversity, then</i> <i>iii. Adequately compensating for any remaining harm to biodiversity</i> [...] <i>c. Achieve a measurable net gain in biodiversity of no less than 10%</i> [...]
JP-P1: Sustainable Places	<i>We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:</i> <i>1. Distinctive, with a clear identity that:</i> <i>A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;</i> <i>B. Enables a clear understanding of how the place has developed; and</i> <i>C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used</i> <i>2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design</i> <i>3. Socially inclusive:</i> <i>A. Responding to the needs of all parts of society;</i> <i>B. Enabling everyone to participate equally and independently;</i> <i>C. Providing opportunities for social contact and support; and</i>

	<i>D. Promoting a sense of community</i> <i>4. Resilient, capable of dealing with major environmental events</i> <i>5. Adaptable, able to respond easily to varied and changing needs and technologies</i> <i>6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained</i> <i>7. Resource-efficient with:</i> <i>A. A low carbon footprint;</i> <i>B. Efficient use of land;</i> <i>C. Minimised use of new materials;</i> <i>D. High levels of recycling</i> <i>8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.</i> <i>9. Supported by critical infrastructure, such as energy, water and drainage and green spaces</i> <i>10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage</i> <i>11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places</i> <i>12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place</i> <i>13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest</i> <i>14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond</i> <i>15. Comfortable and inviting, with indoor and outdoor environments:</i> <i>A. Offering a high level of amenity that minimises exposure to pollution; and</i> <i>B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter</i> <i>16. Incorporating high quality and well managed green infrastructure and quality public realm, with:</i> <i>A. Opportunities for recreation and outdoor play for children, and interaction between the generations;</i> <i>B. Public and private spaces clearly distinguished;</i> <i>C. Development clearly defining, and promoting activity within, public spaces;</i> <i>D. High quality landscaping with schemes</i>
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	<i>17. Well-served by local shops, services and amenities, including education and health facilities</i>
JP-P2: Heritage	<i>We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.</i> <i>[...]</i> <i>Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network [...] and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.</i> <i>Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.</i> <i>[...]</i> <i>Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.</i>
JP-P6: Health	<i>To help tackle health inequality, new development will be required, as far as practicable, to:</i> <i>A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;</i> <i>B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice;</i> <i>C. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.</i> <i>[...]</i>
JP-C1: An Integrated Network	<i>In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:</i> <i>1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;</i> <i>[...]</i> <i>3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;</i> <i>[...]</i> <i>5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):</i> <i>a. Pedestrians (and people using mobility aids);</i>

	<i>b. Cyclists, powered two-wheelers, and public transport users;</i> <i>c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)</i> <i>d. People in personal motorised vehicles</i> [...]
JP-C2: Digital Connectivity	<i>We support the provision of affordable, high-quality, digital infrastructure. In making decisions, we will support a range of measures, including:</i> [...] <i>2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple ducting compliant with telecoms standards, to facilitate future-proof gigabit capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties</i> [...]
JP-C8: Transport Requirements of New Development	<i>We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.</i> <i>We will do this by:</i> <u><i>Connectivity and Permeability</i></u> <i>1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including:</i> <i>• Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:</i> <i>o be direct, safe and convenient;</i> <i>o connect to nearby facilities, employment areas, public transport stops; and</i> <i>o improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;</i> <i>• Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and</i> <i>• Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;</i> <i>2. Ensure appropriate connectivity to the existing highway network.</i> <u><i>Design</i></u> <i>3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;</i> <i>4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;</i> [...] <u><i>Parking Infrastructure</i></u> <i>7. Making adequate car parking provision, including for disabled drivers and passengers;</i> [...]

	9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use [...] 10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces; 11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans. [...] <u>Access and Servicing</u> 13. Providing designated pick-up/drop-off points for taxis and other demand responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls; 14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that: • meets road safety requirements, • reduces transport emissions and other environmental impacts, • reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries; [...] <u>Transport Assessments</u> 16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. [...]
JP-D2: Developer Contributions	We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime). If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance. Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.
Core Strategy	
SP 1 Spatial Principles	The key spatial principles which will guide the strategic development of Manchester to 2027 are: • The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. [...] • The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

	[...] • <i>New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. [...]</i> <i>Core Development Principles</i> <i>Development in all parts of the City should:-</i> • <i>Make a positive contribution to neighbourhoods of choice including:-</i> ○ <i>creating well designed places that enhance or create character.</i> ○ <i>making a positive contribution to the health, safety and wellbeing of residents</i> ○ <i>considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.</i> ○ <i>protect and enhance the built and natural environment.</i> [Bullet replaced by JP-S1] • <i>Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.</i>
EC 3 The Regional Centre	[...] <i>Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.</i>
CC 1 Primary Economic Development Focus: City Centre and Fringe	[...] <i>Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. [...]</i> <i>Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.</i> [...] <i>Proposals in the City Centre and City Centre Fringe [...] will need to take account of the flood risk issues, in line with policy EN14 - Flood Risk.</i>
H 1 Overall Housing Provision	[First paragraph replaced by JP-H1] <i>New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. [Sentence replaced by JP-H1]. The proportionate distribution of new housing, and the mix within each area, will depend on:</i> • <i>The number of available sites identified as potential housing sites in the SHLAA;</i> • <i>Land values and financial viability;</i> • <i>The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock [...]</i>

	High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. [...] 90% of residential development will be on previously developed land. [...] Table 9.1 Distribution of New Housing by Regeneration Area <table><tr><th>Location</th><th>Policy No</th><th>Approx number of dwellings (net)</th></tr><tr><td>[...]</td><td></td><td></td></tr><tr><td>North Manchester</td><td>H3</td><td>11,840</td></tr><tr><td>[...]</td><td></td><td></td></tr></table> Proposals for new residential development [...] should take account of the need to: • Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople; • Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas; • Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. • Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision; • Prioritise sites which are in close proximity to centres or high frequency public transport routes. • Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations). • Be designed to give privacy to both its residents and neighbours.	Location	Policy No	Approx number of dwellings (net)	[...]			North Manchester	H3	11,840	[...]		
Location	Policy No	Approx number of dwellings (net)											
[...]													
North Manchester	H3	11,840											
[...]													
H 3 North Manchester	North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes.												
H 8 Affordable Housing	The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing												

	<i>economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.</i> <i>1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. [Sentence replaced by JP-H2]</i> <i>2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.</i> <i>3. Affordable housing units will be inclusively designed to reflect the character of development on the site.</i> <i>4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:</i> <i>• There is a very high level of affordable housing in the immediate area;</i> <i>• There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;</i> <i>• Affordable housing would be prejudicial to the diversification of the existing housing mix.</i> <i>• The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</i> <i>• It would financially undermine significant development proposals critical to economic growth within the City;</i> <i>• The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;</i> <i>• There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.</i> <i>5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified in PPS 3.</i> <i>6. The definition used for affordable housing is set out in Annex B of PPS 3.</i>
T 1 Sustainable Transport	<i>To deliver a sustainable, high-quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon-free modes of transport, the Council will support proposals that: -</i> <i>• Improve choice by developing alternatives to the car.</i> [...]

T 2 Accessible areas of opportunity and need	<i>The Council will actively manage the pattern of development to ensure that new development: -</i> <i>Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections</i> <i>Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-</i> <i>Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.</i> <i>[...]</i> <i>[...] all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:</i> <i>District Centres</i> <i>Areas not within the City Centre or District Centres</i> <i>The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.</i> <i>Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.</i>
EN 1 Design Principles and Strategic Character Area	<i>All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.</i> <i>1. City Centre Character Area</i> <i>The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and a historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses, including commercial, civic and residential activities. Relative to the amount of development, there is limited open space, and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less</i>

	<i>active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes.</i> • <i>Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.</i> • <i>While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.</i> [...]
EN 2 Tall Buildings	<i>Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they</i> • <i>Are of excellent design quality,</i> • <i>Are appropriately located,</i> • <i>Contribute positively to sustainability,</i> • <i>Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and</i> • <i>Will bring significant regeneration benefits.</i> <i>A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.</i> <i>Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.</i> [...] <i>By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.</i> <i>It will be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.</i>
EN 3 Heritage	<i>Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. [...]</i>
EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	<i>The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:</i> • [Bullet replaced by JP-S2] • <i>Wherever possible, new development and retrofit projects, including energy generation plants, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero-carbon energy supplies.</i> • <i>Where possible, new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero-carbon energy supplies to existing buildings.</i> • <i>Where appropriate, new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing/potential decentralised energy schemes.</i>

	<i>The use of building materials with low embodied carbon in new development and refurbishment schemes.</i>
EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure	<i>Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:</i> • <i>The Regional Centre, which also includes the Oxford Road Corridor and Eastlands</i> • [...] <i>Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.</i> [...]
EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies	<i>Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target [replaced by JP-S2], unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.</i> [Paragraphs replaced by JP-S2] <i>The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.</i> <i>Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.</i>
EN 8 Adaption to Climate Change	<i>All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:</i> • [Bullet replaced by JP-S2, JP-S4 and JP-G8] • <i>Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways</i> • <i>The need to control overheating of buildings through passive design</i> • [Bullet replaced by JP-S2, JP-S4 and JP-G8] <i>Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.</i>
EN 9 Green Infrastructure	[...] <i>Where the opportunity arises and in accordance with current Green Infrastructure Strategies, the Council will encourage developers to enhance the quality and quantity</i>

	<i>of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. [...]</i> <i>Key features of Manchester's green infrastructure will include:</i> <i>• The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area.</i> <i>• [...]</i> <i>• The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaptation to climate change in heavily urbanised areas</i> <i>New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.</i>
EN 14 Flood Risk	<i>• In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).</i> <i>• In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.</i> <i>• [Replaced by JP-S4]. In CDAs, evidence to justify the surface water run-off approach / rates will be required.</i> <i>[...]</i>
EN 15 Biodiversity and Geological Conservation	<i>The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:</i> <i>• sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);</i> <i>• other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);</i> <i>• protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);</i> <i>• sites that are recognised for their geological importance;</i> <i>• the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City.</i> <i>Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity; [replaced by JP-G8] contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to:</i>

	• the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement, including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks; • the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale; [...] • Manchester's Climate Change Action Plan; • the Strategic Flood Risk Assessment (SFRA) for Manchester; • the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary; • the River Basin Management Plan for the North West; • the Manchester Tree Strategy. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. [Sentence replaced by JP-G8]
EN 16 Air Quality	The Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development, the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
EN 17 Water Quality	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: • Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; • [Bullet replaced by JP-S4] • Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; • Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.
EN 18 Contaminated Land and Ground Stability	The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment. [...]
EN 19 Waste	The Council will • [...] • Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) • [...]

	• <i>Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.</i> • [...]
PA 1 Developer Contributions	<i>Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:</i> • <i>Affordable housing</i> • <i>Education</i> • <i>Health and wellbeing facilities</i> • <i>Community facilities</i> • <i>Provision of Green Infrastructure including open space</i> • <i>Public realm improvements.</i> • <i>Protection or enhancement of cultural heritage</i> • <i>Protection or enhancement of environmental value</i> • <i>Safety and security improvements</i> • <i>Training and employment initiatives</i> • <i>Highway improvements, traffic management, sustainable transport and disabled people's access</i> • <i>Climate change mitigation/adaptation</i> <i>Where development has a significant impact on the Strategic Road Network, developer contributions would be sought through section 278 agreements</i> <i>The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations, including viability, redevelopment of previously developed land or mitigation of contamination, may be taken into account. The timing of the provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.</i> <i>These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances</i>
DM 1 Development Management	<i>All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-</i> • <i>Appropriate siting, layout, scale, form, massing, materials and detail.</i> • <i>Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.</i> • <i>Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.</i> • <i>Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.</i> • <i>Community safety and crime prevention.</i>

	• <i>Design for health.</i> • <i>Adequacy of internal accommodation and external amenity space.</i> • <i>Refuse storage and collection.</i> • <i>Vehicular access and car parking.</i> • <i>Effects relating to biodiversity, landscape, archaeological or built heritage.</i> • <i>Green Infrastructure including open space, both public and private.</i> • <i>The use of alternatives to peat-based products in landscaping/gardens within development schemes.</i> • <i>Flood risk and drainage.</i> • <i>Existing or proposed hazardous installations.</i> • <i>Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-</i> <i>a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:</i> <i>Year 2010 – Code Level 3;</i> <i>Year 2013 - Code Level 4;</i> <i>Year 2016 - Code Level 6; and</i> <i>(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.</i>
Unitary Development Plan	
DC7.1 New Housing Development	<i>The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. [...]</i>
DC19.1 Listed Buildings	<i>In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:</i> <i>[...]</i> <i>d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;</i> <i>[...]</i>
DC20.1 Archaeology	<i>DC20.1 The Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. In particular:</i> <i>a. Applications for consent to alter scheduled Ancient Monuments or sites of archaeological interest or their settings should be accompanied by an evaluation and assessment of the implications of the proposal.</i> <i>b. The Council will have special regard to the desirability of securing the preservation of Ancient Monuments and other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect scheduled Ancient Monuments, or other sites of archaeological interests, and their settings, In exceptional cases where development is inevitable, the Council will look at the scope for combining preservation in place with limited investigation and recording.</i>

	<i>c. Where the preservation of scheduled Ancient Monuments and sites of archaeological interest in place is not appropriate, the Council will seek to gain full and proper recording of the site through early consultation between the applicant and approved archaeological organisation.</i>
DC26.1 – DC26.6 Development and Noise	<i>DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:</i> <i>a. the effect of new development proposals which are likely to be generators of noise; and</i> <i>b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.</i> <i>DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.</i> <i>[...]</i> <i>DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:</i> <i>a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;</i> <i>b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and</i> <i>c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.</i> <i>DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.</i> <i>DC26.6 Exceptions to the general policy will be considered on their merits.</i> <i>[...]</i>
CC4 Environmental Improvement and Protection	<i>The Council intends to enhance the character of Cheetham Hill Road, Bury New Road/Great Ducie Street, and the Metrolink line. A high standard of design will be expected from new developments in order to restore the unity and particular character of the roads, and to improve the setting of listed and other important buildings. In addition, the Council will encourage the conservation and refurbishment of buildings of character and quality.</i>



Appendix B

Appendix B – Green and Blue Infrastructure Statement

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.	One Lord Street will provide high-quality semi-private green spaces in the form of an external amenity space and green roof terrace for residents and visitors to enjoy. Street trees and planting will contribute to the green infrastructure network. Future residents will have easy access to nearby existing public green spaces, including New Century Park, Cheetham Park, Angel Meadow and Cathedral Gardens. The future City River Park will provide residents with access to additional green and blue space and a green/blue link to further green spaces. The scheme will provide high-quality residential accommodation located appropriately to attract and retain a talented workforce.
Objectives established to enable the vision to be achieved	
Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers	Existing green infrastructure on the site comprises overgrown vegetation, which provides no amenity value. Replacing this with high-quality semi-private green spaces and street trees represents an enhancement to existing green infrastructure. The scheme will be required to deliver a 10% net gain in biodiversity through off-site provision. While there is no existing or proposed blue infrastructure on the site, the proposed Drainage Strategy seeks to ensure no detrimental impacts on the water environment from foul or surface water drainage.
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 development includes: ➤ Street trees and planting along Cheetham Hill Road, Lord Street and Fernie Street; ➤ A semi-private landscaped external amenity area at ground floor; and ➤ A green communal roof terrace.
Improve connectivity and accessibility to green and blue infrastructure within the city and beyond	Considering the size of the site, the proposals will improve connectivity on the micro scale by enhancing the street scene with street trees and planting, which



	in turn will encourage walking and cycling. This is further supported by 100% cycle parking provision. Locating high-density development in locations in close proximity to existing and future green and blue infrastructure will also enhance access, by ensuring more residents live within close proximity of green and blue assets.
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 provision of street planting and two semi-private external green spaces will promote a wider understanding and awareness of the benefits of green infrastructure.