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1. Introduction

- 1.1. This Planning Statement (the ‘Statement’) accompanies an application for planning permission for a residential (Use Class C3) building with ground floor commercial space (Use Class E) (the ‘Proposed Development’), submitted to Manchester City Council as the Local Planning Authority.
- 1.2. The Applicant is Manchester City Council (‘MCC’), and the development will be delivered in partnership with their wholly owned and managed housing company “This City”, which has been set up to provide a mix of affordable and market rate homes for Mancunians.
- 1.3. This planning application relates to land within the Northern Quarter area of Manchester City Centre, as shown in Appendix A Site Location Plan (the ‘Site’). The proposed description of development is:

“City Council Development for the erection of a residential apartment building (Use Class C3a), of 8 storeys; together with ground floor commercial units (Use Class E), cycle parking provision, and other associated works.”
- 1.4. The term ‘Proposed Development’ used within this Statement refers to all stages of construction and operation of the development. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance.

The Applicant

- 1.5. This City, a wholly owned housing company established by MCC focuses on the planning and construction of new homes and communities. This venture prioritises the development of high-quality, low-carbon housing that directly addresses the needs of Manchester residents. This City will deliver a mix of market-rate housing and properties designated for the Manchester Living Rent (MLR) scheme. The MLR is an amount of rent that is set at or below the Local Housing Allowance level.¹
- 1.6. The Proposed Development is part of a wider initiative, to help meet the demand for high quality, low-carbon rental housing across Manchester. The Applicant’s recent project, No. 1 Ancoats Green, exemplifies their ongoing commitment to delivering high-quality housing solutions. This City homes are proposed to be available for rent, catering to a wide spectrum of housing needs within the community.
- 1.7. A key ethos that This City abides by is having a social conscience and providing homes for all. In alignment with their wider initiative, and both national and local planning policy, the Applicant is proposing to accommodate a provision of 20% affordable homes on the Site designated for MLR. Market housing across the rest of the scheme will subsidise the provision of the MLR properties, with no requirement for Affordable Homes Programme or similar grant funding. Further details regarding the affordable homes can be found in the appended Affordable Housing Statement.

¹ [Policies and strategies - The Manchester Living Rent | Manchester City Council](#)

The Site

- 1.8. The Site is located within the Piccadilly Ward, in the heart of the City Centre's Northern Quarter. The Site is bounded by Postal Street to the east, Newton Street to the north, Faraday Street to the west and Dean Street to the south. Following the demolition of commercial units, the Site currently comprises an area of vacant hardstanding containing no vegetation.
- 1.9. While the Site itself is not located within any designated sensitive areas, it is situated adjacent to significant heritage assets and areas earmarked for regeneration.
- 1.10. The Site is near the Stevenson Square Conservation Area, characterised by its notable Victorian and early 20th-century buildings. In accordance with national and local policy, the Proposed Development's design carefully considers its relationship to the Conservation Area in terms of scale, massing, height, and materials.
- 1.11. The Site's immediate vicinity demonstrates a clear pattern of mixed-use development, seamlessly integrating residential, retail, leisure, and commercial uses. This established character is evident in both recent and existing developments, such as 1NQ (261 residential homes with ground floor commercial space) and the Lomax (44 residential homes with associated landscaping), which successfully combine residential units with active ground-floor commercial spaces.
- 1.12. The broader context, within a 500-metre radius, reveals a trend towards mixed-use developments, including The Quarters and Poplin, both offering residential accommodations of up to 144 homes with ground-floor commercial spaces. This pattern of mixed-use development, where residential and commercial uses successfully co-exist, confirms the suitability of the Proposed Development within its context.

The Proposed Development

- 1.13. The Proposed Development will comprise 126 residential apartments, with 20% of these homes being priced at MLR; 759sqm of flexible ground floor commercial space; secure cycle parking; and other associated works. The development will be undertaken on one parcel of land and the building will be eight storeys.
- 1.14. The Proposed Development's design and materiality have been carefully considered to ensure a sensitive response to the surrounding context, complementing the existing character of the Northern Quarter. The project will deliver a wide range of public benefits as set out in section six, and which align with the economic, social, and environmental dimensions of sustainable development as defined by the NPPF and local planning policy.

Environmental Impact Assessment Screening

- 1.15. The relationship between any Proposed Development and its location must be considered. For any given development, the more environmentally sensitive the location, the likelier it is that the effects will be significant and therefore require an Environmental Impact Assessment (EIA).
- 1.16. In accordance with the regulatory framework, a thorough screening process for the Proposed Development has been conducted in line with Schedule 2, Part 10b of the EIA Regulations 2017 (as amended). This assessment determined that the project does not warrant a comprehensive EIA, as confirmed by MCC on November 18th 2025.

Pre-Application Stakeholder Engagement

- 1.17. A Statement of Consultation has been prepared by Counter Context in support of the application. The document explains the programme of pre-application consultation that has been undertaken to provide all key stakeholders with an understanding of the emerging scheme, in addition to the development and design rationale that underpins the proposals.
- 1.18. Engagement has also taken place with MCC Planning, Highways, and Environmental Health Departments, Greater Manchester Police (GMP) and neighbouring properties, landowners, and occupiers to help to make others aware of the proposals and make positive changes to the Proposed Development.
- 1.19. A full description of the pre-application stakeholder engagement process including responses to the key issues are set out within the Statement of Consultation, submitted as part of this application. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

Structure of the Planning Statement

- 1.20. The remainder of this Statement is structured as follows:
- **Chapter 2: Strategic Context** – Strategic planning context;
 - **Chapter 3: Site Context** – Description of the Site and local planning context;
 - **Chapter 4: Proposed Development** – Details of the Proposed Development;
 - **Chapter 5: Planning Assessment** – Assessment of the Proposed Development against policy;
 - **Chapter 6: Public Benefits** – Details of the expected public benefits associated with the Scheme; and
 - **Chapter 7: Conclusion.**
- 1.21. The documents submitted in support of this planning application are set out in Appendix B of this Statement.
- 1.22. A summary of the previously undertaken pre-application consultations, public consultations and technical consultations is provided within the Statement of Consultation.

2. Strategic Context

- 2.1. The Proposed Development has been designed to align and contribute to Manchester's strategic priorities, as articulated in key strategic documents.

The need for This City – MCC's Housing Delivery Vehicle

- 2.2. MCC established This City (a wholly MCC owned housing company) in 2021 as a Housing Delivery Vehicle (HDV) to directly address the pressing need for a diverse range of new homes in Manchester.
- 2.3. The venture prioritises the development of high-quality, low-carbon housing that directly addresses the needs of Manchester residents. By leveraging MCC's land assets, This City provides a direct route for delivering both accessible and market-rate housing (with the provision of the latter supporting the former), fostering more inclusive and diverse neighbourhoods. The initiative demonstrates a commitment to regenerating underutilised and unused areas while acting as a catalyst for wider economic and social benefits.
- 2.4. The HDV represents a strategic opportunity to sustain confidence in the development sector while advancing the goals outlined in the "Our Manchester" Strategy (2015). By delivering well-designed, energy-efficient, sustainable, and importantly, affordable homes, This City directly addresses the needs of a growing population and supports a thriving local economy.

Strategic Documents

Our Manchester Strategy – Forward to 2025 (2022)

- 2.5. 'Our Manchester Strategy 2025 – 2035 (2025)' published in March 2025 highlights five persistent challenges for the city, including concerns regarding inequality, housing, climate change, quality of life and clean, the curation of green and safe neighbourhoods.
- 2.6. To address these challenges, the document is structured around 12 themes, spread across three principal themes:
- 'Our People' pertains to Manchester residents and ensuring they experience fulfilling lives.
 - 'Our Neighbourhoods' focuses on ensuring the city fosters civic pride by providing "good quality, attractive and affordable homes, and green spaces."
 - 'Our City' aims to secure the city's future development by promoting "a growing economy, adaptation to climate change and reduced carbon emissions, and reliable transportation options for residents and visitors."
- 2.7. These priorities are underpinned by a commitment to equality, inclusion, and sustainability, aligning with national planning policy objectives for sustainable development.
- 2.8. The document highlights Manchester's commitment to delivering 32,000 new homes by 2025, encompassing a range of affordable options to foster diverse and inclusive neighbourhoods.

- 2.9. The Proposed Development contributes to the vision of creating a choice of housing within liveable neighbourhoods, addressing the city's one per cent annual growth rate and the increasing demand for housing options.

Investing in Success – an Economic Strategy for Manchester (2023)

- 2.10. Manchester's Economic Strategy seeks to make the City's economy function as a net-contributor to UK GDP and provide the best possible opportunities for its residents. To achieve this, the Strategy aims to create an economy that:
- Is thriving and performing as well as the best international comparators.
 - Creates great opportunities and increases social mobility for residents.
 - Attracts the best of global business and talent.
 - Is resilient to future shocks and a changing climate and capitalises on the opportunities created by the transition to zero-carbon.

Manchester Housing Strategy 2022 – 2032 (2022)

- 2.11. Manchester's Housing Strategy defines the long-term vision to deliver the homes that people want and need. It is built around the following four principles:
1. Increase affordable housing supply and build more new homes for all residents.
 2. Work to end homelessness and ensure housing is affordable and accessible to all.
 3. Address inequalities and create neighbourhoods where people want to live.
 4. Address the sustainability and zero-carbon challenges in new and existing housing.
- 2.12. With respect to the first principle, the strategy identifies a minimum undersupply of 500 new homes per annum, leading to prices and rents increasing across the city, exacerbating affordability issues for many residents. As Manchester grows, the city must continue to work harder towards meeting exceptionally high demand for housing across all tenures.
- 2.13. The strategy therefore sets a target of delivering 36,000 new homes between 2022 and 2032, including 10,000 new affordable homes. Out of the 10,000 affordable homes, the strategy states that 3,000 will be delivered in the city centre.
- 2.14. The strategy also seeks to ensure that more than 80% of all homes built by 2032 are on brownfield sites close to public transport.

Manchester Climate Ready Plan 2025-2030

- 2.15. The Manchester Climate Ready Plan 2025-2030 (the 'MCR Plan') is the city's current climate change strategy. It establishes a framework to guide residents, organisations, and decision-makers in progressing towards a zero-carbon and climate-resilient Manchester.
- 2.16. The MCR Plan outlines various objectives including the need to reduce greenhouse gas emissions and adapt to a changing climate. It also emphasises the importance of ensuring all new developments are built and operated sustainably, alongside expanding and enhancing the quality of the city's natural environment.

- 2.17. In alignment with the MCR Plan's key objectives, the Proposed Development will embed sustainability principles throughout its design and construction phases.

Manchester City Centre Transport Strategy to 2040 (2021)

- 2.18. Manchester City Centre Transport Strategy to 2040 sets out the need to support the city's ambitions to grow, become carbon neutral by 2038 or sooner, while ensuring that it is well-connected to the wider area that it serves.
- 2.19. The Strategy provides a 20-year framework for future investment in and management of the city's streets and transport systems. This will be critical to recovering from the Covid-19 pandemic, setting the necessary conditions for city centre residents, visitors and businesses to thrive. The strategy has the ambition to achieve the followings:
- Walking is the main way of getting around the City Centre;
 - The City Centre is cleaner, greener and less congested;
 - More people choose to cycle to destinations within the City Centre;
 - The City Centre benefits from better public transport connections;
 - Parking in the City Centre is smarter and integrated with other modes;
 - Goods are moved and delivered sustainably and efficiently into and within the City Centre; and
 - Innovation is embraced where it benefits the City Centre and its users.

Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25

- 2.20. Recognises that parks, river valleys, gardens, street trees, green roofs and canals are an essential part of creating a successful, liveable city. The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment.

Piccadilly Basin Strategic Regeneration Framework (2016)

- 2.21. The Piccadilly Basin Strategic Regeneration Framework (SRF) sets out a vision for the transformation of Piccadilly Basin into a best-in-class City Centre neighbourhood, promoting a vibrant mix of uses, high-quality public realm, and exceptional connectivity. Whilst the Site sits outside the defined boundary of the Piccadilly Basin SRF, it is within its area of influence and should therefore be considered.

3. Site Context

- 3.1. This Section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

Site Description

- 3.2. The Site is approximately 0.2 Ha and is situated within Manchester City Centre's Northern Quarter (Piccadilly Ward). The Site is bounded by Postal Street to the east, Newton Street to the north, Faraday Street to the west and Dean Street to the south.
- 3.3. The Site has been vacant following the demolition of former commercial premises in 2024. Currently, the Site comprises hardstanding with no vegetation cover. The Site is surrounded by temporary hoardings presenting a visually unappealing appearance within the streetscape.

Surrounding Area

- 3.4. While close to the primary retail and commercial core of Market Street and Piccadilly Gardens, the Northern Quarter possesses a distinct identity, characterised by converted warehouses and a concentration of independent retail, leisure, and commercial uses.
- 3.5. The Site's immediate surroundings reflect this mixed-use nature, encompassing residential, retail, leisure, and commercial properties. The area has benefited from significant private sector investment, including developments such as 1NQ (261 residential dwellings with ground floor commercial space) and the Lomax (44 residential homes with associated landscaping).
- 3.6. Several taller, mixed-use developments have been completed within 500m of the Site in recent years including The Quarters and Poplin, both residential developments of up to 12 floors, with commercial uses within their frontages at ground level.
- 3.7. The Site's proximity to Stage and Radio, a well-established music venue, presented an initial concern during the design phase. Through proactive liaison with the venue, the design team has formulated comprehensive mitigation strategies to appropriately address potential impacts on future residents.
- 3.8. This established pattern of mixed-use development, along with the Site's proximity to a range of commercial, cultural, and leisure facilities, supports the suitability of the Proposed Development. The scheme represents an opportunity to contribute to the vitality of the City Centre while contributing to Manchester's housing needs.

Site Specific Designations

- 3.9. Under the provisions of the MCC Proposals Map (2012), the Site is within the City Centre and The Regional Centre.

Air Quality

- 3.10. The Site is located within the Greater Manchester Air Quality Management Area.

Ecology

3.11. The Site is not located within a statutory or non-statutory nature conservation site and no record of protected species have been found at the Site. The Site is located approximately 170m northwest of the Rochdale Canal, which is classified by Greater Manchester’s Ecological Unit as being a Site of Biological Interest (SBI). A detailed ecological assessment accompanies this planning application.

Flood Risk and Drainage

3.12. The Environment Agency Flood Map for the area indicates that the Site is located within Flood Zone 1 and is therefore at low risk of flooding. The nearest watercourse is the Rochdale Canal which is located approximately 170m south-east of the Site boundary. The Site is located within a Critical Drainage Area and a Flood Risk Assessment and Drainage Strategy have been submitted alongside this planning application.

Archaeology

3.13. The Site's historical context reveals a predominantly residential and industrial landscape. Over time, this composition has shifted towards commercial buildings and car parking, with original structures undergoing demolition or redevelopment. An Archaeological Assessment accompanies this planning application.

Heritage

- 3.14. The Site is near several Grade II Listed buildings, the closest being the Wentwood and Marlsbro House which are located adjacent to the Site.
- 3.15. A Heritage Statement has been submitted alongside this Application and contains a list of 19 Listed Buildings within a 150m radius of the Site boundary (as shown by Table 3.1 below).
- 3.16. While the Site itself lies outside of a designated Conservation Area, the Stevenson Square Conservation Area is located immediately adjacent to the west of the Site, whilst the Ancoats Conservation Area is located 120m northeast. These areas further contribute to the Site’s surrounding historical and architectural character.

Table 3.1: Listed Buildings within a 150m radius (Historic England's Listed Building Register, December 2024)

Title	Grade	Distance from Site
Marlsbro House	II	5m
72-76 Newton Street (The Wentwood)	II	5m
Former Newton Street Police Station	II	15m
50-62 Port Street	II	25m
Newton Buildings	II	60m
45,47 and 47a Hilton Street	II	60m
49 Newton Street	II	65m

Title	Grade	Distance from Site
Fourways House	II	75m
Former Rochdale Canal Warehouse	II*	80m
45 and 57 Newton Street	II	85m
Bradley House	II	90m
Watts Brothers	II	90m
35 Dale Street	II	100m
49 and 51 Dale Street	II	100m
69-77 Lever Street and 10 Bradley Street	II	110m
29 and 31 Dale Street	II	115m
Brownsfield Mill	II*	120m
25 and 27 Dale Street	II	125m
4, 6 and 8 and Attached Screen Walls	II	130m

Accessibility

- 3.17. The Site is located in a highly accessible and sustainable area, benefiting from proximity to a variety of multi-modal public transport connections, and numerous local amenities. These amenities include a supermarket, general practitioners' surgery, public houses, places of worship, primary schools and other educational institutions, cafes, restaurants, shops, leisure centres and places of recreational activity such as New Islington Marina. Many of these amenities are within walking distance, further promoting sustainable modes of transport.
- 3.18. The Site is also located within easy reach of the key arterial road, Great Ancoats Street, providing vehicular access to a wide range of areas across Greater Manchester.
- 3.19. Further details regarding the Site's accessibility are outlined in the following section.

Walking

- 3.20. Given the central location of the Site, pedestrian accessibility to the surrounding area is excellent. Existing pedestrian links are present around the Site, leading to primary routes towards the centre of Manchester along Newton Street and Port Street. Many of the roads surrounding Postal Street have a speed limit of 20mph, making it safer and more accessible for pedestrians. Further analysis of the pedestrian routes in the area is included within the accompanying Transport Statement.
- 3.21. The Site is a short walk away from the closest general practitioner, which is New Islington Medical Practice, and the nearest primary school, Coop Academy New Islington. It is also a short walk away from the nearest community centre, St George's Community Centre. The location is near essential

amenities, providing future residents with ease of access and adhering to the priorities laid out in the Core Strategy Policy T2 (Accessible Areas of Opportunity and Needs).

Cycling

- 3.22. Using Transport for Greater Manchester's Cycle Network Map, cycle routes surrounding the Site can be viewed in closer detail. The map highlights the various cycle parking allocations around Postal Street, including those located on Tariff Street and Lever Street, both located within 150m of the Site. There is an on-road cycle route along Dale Street and along busier roads such as Oldham Road and Great Ancoats Street. Many of the roads surrounding Postal Street have a speed limit of 20mph, making it safer and more accessible for cyclists. Further analysis of cycle routes is included within the accompanying Transport Statement.

Bus

- 3.23. The Site is under 150m (two minute walk) away from Faraday Street Bus Stop (Stop EM), facilitating access to wider areas of north and northeast Greater Manchester, such as Oldham and Ashton-under-Lyne. The Site is approximately 400m (five minute walk) away from Piccadilly Gardens Bus Interchange, providing users with multi-modal public transport options between multiple areas of Greater Manchester, in all directions. Further analysis of the bus links is included in the accompanying Transport Statement.

Metrolink

- 3.24. The Site is approximately 400m (five-minute walk) away from Piccadilly Gardens Metrolink Stop providing users with multi-modal public transport options between multiple areas of Greater Manchester and Manchester Airport. Further analysis of the Metrolink access is included within the accompanying Transport Statement.

Rail

- 3.25. Manchester Piccadilly Railway Station is located 500m away from the Site (approximately an eight-minute walk) and provides rail connections across Greater Manchester as well as other major UK cities such as London, Leeds, Liverpool, and Birmingham.

Planning History

- 3.26. A search of the Site's planning history has been undertaken using MCC's Public Access System and applications of relevance have been summarised below.

Table 3.2: Planning History of Postal Street

Planning Reference	Description of Development	Status
F06734	Single storey extension to existing car showroom	Approved June 24 th 1977
020024	Change of use from car showroom to warehousing with ancillary trade sales	Approved August 15 th 1983
138213/DEM/2023	Prior Notification for demolition of single storey building	Approved November 23 rd 2023

4. Proposed Development

- 4.1. This chapter summarises the key elements of the Proposed Development and should be read in conjunction with the submitted planning application drawings and Design and Access Statement.

Design Brief

- 4.2. The initial design brief proposed by the client comprised a residential building with ground floor commercial uses. The client requested that the proposed design guides, and layouts were adhered to, so that it is appropriate for the Site.

Use and Development Quantum

Table 4.1: Development Quantum

Category	Quantum and Use Class
Maximum Storeys	8 storeys
Maximum Height AOD (m)	78.72m
Flexible Commercial / Retail Floorspace (NIA, sqm)	759sqm (Use Class E) NIA
Total Residential Floorspace (NIA, sqm)	7,058sqm (Use Class C3)
Car Parking	0 vehicle parking spaces
Ground floor Cycle Parking	127 cycle spaces: • 58 ground floor cycle storage • 6 additional accessible cycle spaces • 63 dedicated apartment cycle storage 3 additional short stay Sheffield hoops on Newton Street
Homes	126 (Use Class C3)
Unit Mix	56% one bed apartments (70) and 44% two bed apartments (56)

Unit Mix and Tenure

- 4.3. The 126 new dwellings will be provided as a mix of 70 one-bedroom and 56 two-bedroom units with 25 of the proposed one bed apartments (20%) priced at MLR and the remaining apartments will be market housing.
- 4.4. Through detailed pre-application engagement with MCC, it was agreed there is a need to limit the building envelope to eight storeys to respect the surrounding heritage context. Within the eight storey envelope, it has proven to be only possible to provide 20% of the homes at MLR via the proposed unit mix, whilst maintaining a viable development.

Scale and Massing

- 4.5. At 126 homes across circa 0.2 ha, the development density is approximately 630 dwellings per hectare.
- 4.6. The proposed scale and massing seeks to respond to the existing surrounding context, primarily the residential properties and the historical assets along Newton Street and Stevenson Square.
- 4.7. The Proposed Development's scale and massing seeks to reflect the immediate context. Nearby residential buildings on Dean Street and Griffin House stand at 71.3m and 84.9m, while the development at 1 Port Street, situated approximately 80m away from Postal Street, reaches 149.8m. In the context of surrounding development and existing residential buildings, the proposed massing of Postal Street, at up to 78.72m remains comparatively modest in height.

Appearance and Materiality

- 4.8. Many buildings in the immediate context of Postal Street possess a general grid design, detailed parapets, and a strong single storey base, often elevated and of residential or commercial use.

Base

- 4.9. Drawing inspiration from the neighbouring buildings, the development proposes a visually prominent base clad in darker materials. This design choice establishes an active street frontage at pedestrian level, reinforcing the commercial space as a vibrant hub for both residents and the wider community, echoing successful approaches found throughout the Northern Quarter.

Façade Treatment

- 4.10. The façade predominantly features grey brickwork, articulated by projected brick piers that add depth and texture. The horizontal elements also help denote a strong base and crown to the building. Anodised aluminium framing defines the commercial curtain walling on all elevations.

Windows

- 4.11. Residential window openings will feature red aluminium framed doorsets and bespoke Juliette balustrades, finished in a PPC 'special' coating designed to harmonise with the anodised aluminium elements. This material and colour palette will establish a distinct yet complementary contrast against the grey brickwork façade.
- 4.12. The windows are paired with a red anodised panel, incorporating a perforated design that introduces texture and depth to the elevation. Similarly, the Juliette balustrades are designed with a considered aesthetic, providing both visual interest and contributing to solar shading for the dwellings.
- 4.13. The consistent application of window styles and design elements ensures a cohesive visual identity, drawing inspiration from the proportions and architectural pairings prevalent within the local context.

Entrance

- 4.14. The main entrance is defined by a glazed curtain walling system. This design incorporates red aluminium capping with a PPC 'special' finish, specified to match the anodised aluminium elements. A red anodised aluminium panel with perforations is integrated within the curtain walling, contributing to the entrance's visual identity. The red panels and glazed frames provide a distinct counterpoint to the grey brickwork, establishing a welcoming and identifiable point of access.

Roof

- 4.15. At roof level, recessed brickwork above the top-floor openings provides a clear termination to the elevation, defining the building's crown. The courtyard roof incorporates a green roof, contributing to on-site biodiversity and introducing planting.
- 4.16. Comprehensive details regarding the materiality and appearance of the scheme are provided within the Design and Access Statement, submitted alongside the planning application.

Layout

- 4.17. The ground floor includes 759sqm of street facing flexible commercial space(s) (Use Class E), stretching across Faraday Street and Dean Street with plant and commercial back of house (BOH) space at the Postal Street and Dean Street intersection. Across the north elevation, Newton Street, is the main amenity entrance. The centre of the ground floor consists of plant space, amenity reception and parcel storage, access to the residential properties on the floors above and refuse storage. On the first floor courtyard podium roof, a central green roof is proposed.
- 4.18. At first floor and above, residential dwellings are introduced, with access from two cores at the centre of the ground floor. Each core incorporates a fire escape stairwell and a lift, designed to accommodate individuals with accessibility needs.
- 4.19. Floors one through to seven, repeat the same layout. Each floor contains 18 apartments.
- 4.20. Back of House and plant space will include:
- Refuse rooms along the Newton Street elevation
 - Bike storage, a low voltage switchroom and a transformer room spanning the Postal Street elevation
 - A non-essential LV switchroom, an IDNO transformer room and a sprinkler water tank room are located along the Postal Street elevation.
- 4.21. Internal corridors are designed to minimise length, adhering to fire safety regulations for travel distances, and maintain a substantial width of 1,500mm. To enhance spatial perception and accessibility, corridor walls and apartment entrances will feature contrasting finishes. This design choice not only creates visual interest but also assists individuals with visual impairments in navigating the space effectively.
- 4.22. All homes are designed to Manchester Residential Space Standards / Nationally Described Space Standards. Furthermore, all entrance points and apartments are M4(2) compliant, meaning it will be possible to approach and gain step free access to all apartments and associated communal spaces. This is in accordance with Places for Everyone (PfE) Policy JP-H3 (Type, Size and Design of New

Housing. To promote accessibility and inclusivity, level access is maintained at the primary entrance on Newton Street as well as all the commercial units. This commitment guarantees step-free access to all residential units and communal areas, catering to a diverse range of residents, including older individuals and those with disabilities, including wheelchair users.

- 4.23. In accordance with the 2010 Building Regulations, the development incorporates design features that readily accommodate future adaptations, if required. This ensures the long-term adaptability of the apartments and allowing for modifications that enhance accessibility and functionality to meet the evolving needs of residents.

Waste and Servicing

- 4.24. The approach to operational site waste management is set out in the submitted Design and Access Statement and Waste Pro-Forma, which have been prepared by Hawkins Brown.
- 4.25. Residential refuse storage facilities are strategically located at ground floor level, providing direct access for residents via the lift lobbies. A dedicated management company will be responsible for the efficient rotation and presentation of waste receptacles for collection.
- 4.26. The design ensures that both residential refuse store entrances are situated within a 10-metre radius of the designated refuse vehicle access point on Newton Street, facilitating efficient collection operations.
- 4.27. The residential refuse strategy incorporates a comprehensive four-stream separation system, accommodating general refuse, pulvable recycling, co-mingled recycling, and food waste. Provision for commercial refuse management has been allocated based on anticipated retail use, with a capacity of 500 litres per 100 sqm Gross Floor Area, including a 50% capacity dedicated to recycling. The definitive commercial waste strategy will be finalised in accordance with the specific future use of the unit.
- 4.28. Following a vehicle tracking review by SK Transport, it was determined that Postal Street and Faraday Street are unsuitable for refuse vehicles. This is due to significant footway over-running required when accessing/exiting Dean Street, with certain manoeuvres, such as turning left from Postal Street onto Dean Street, being impossible.
- 4.29. Although the standard vehicle size is defined in the MCC Waste Guidance document GD04, SK Transport also tested a smaller refuse collection vehicle. Both tests yielded the same outcome. Consequently, the only viable option for waste collection is on Newton Street, as outlined in the attached Waste Strategy.
- 4.30. The strategic location of the refuse stores, with their entrances situated within a 10m radius of the designated collection points on Newton Street, ensures optimal accessibility for refuse vehicles and efficient waste management thereby confirming the strategy's suitability for the Proposed Development.
- 4.31. Crucially, the proposed refuse provision demonstrably exceeds the minimum requirements outlined in MCC's GD04 - Waste Management Strategy for New Developments, which mandates a minimum of 0.43 sqm per residential unit. Further details are provided in the Design and Access Statement.
- 4.32. The Proposed Development prioritises security through a multifaceted approach to servicing. Parcel deliveries will be managed securely through the use of parcel lockers, minimising the need for

delivery personnel to enter residential areas.

- 4.33. Section 7.4 of the Design and Access Statement highlights the access routes for deliveries relating to commercial and residential use. Deliveries to the commercial spaces will be along Faraday Street and Dean Street, with four entrances along the two elevations. For residential deliveries, the delivery route will start from the existing lay-by for collections, deliveries and drop offs on Newton Street and ends at the entrance lobby, adjacent to the lay-by.
- 4.34. To further enhance security, Royal Mail deliveries will be provided with a fob, to deliver parcels into the parcel room, the fob will be restricted to designated non-residential areas. Access for third-party couriers will be facilitated exclusively by authorised staff members and limited to the ground floor non-residential areas. This comprehensive approach ensures a secure environment for all residents and staff.

Landscape and Public Realm

- 4.35. The development proposes improvements to the Faraday Street streetscape. The footpath will be resurfaced to enhance the visual impact of the street, in conjunction with the Proposed Development. Bollards are proposed on this highway, to ensure safety for pedestrians. On Newton Street, the scheme comprises the resurfacing of the footpath.
- 4.36. In accordance with Planning Policy Guidance, “Biodiversity net gain: exempt developments” (2023), the Proposed Development is exempt from mandatory biodiversity net gain requirements, falling below the established threshold for such provisions. Despite the exemption, the design proposals incorporate features which will enhance the Site’s biodiversity.
- 4.37. The design team have identified an opportunity to introduce a rooftop planting area to the podium, which will provide both visual interest for residents and neighbouring buildings.
- 4.38. The existing lighting columns will be retained along all surrounding elevations, conforming to area’s the existing streetscape.
- 4.39. The proposed paved surfaces to the pedestrian footpaths will all be compliant with MCC Highways standards. The developments public realm and landscaping proposals aim to complement the proposed façade materials, and create a functional, visually appealing streetscape for residents and the public.

Accessibility

Pedestrian Access

- 4.40. The main entrance for residents is located along Newton Street, which provides access to the two cores, on either side of the ground floor. All apartments have shared residential access direct from Newton Street. From here, residents can access the residential floors (one to seven) from two cores with lifts in the centre of the ground floor.

Cycle Parking

- 4.41. In addition to the 58 cycle spaces on offer at ground floor, the Proposed Development, will offer six accessible cycle spaces and the remaining 63 cycle spaces to meet 1-1 cycle space to apartment provision are provided in apartments. External access to the resident's cycle store is provided off the quieter Postal Street. These spaces are afforded generous floor-to-ceiling heights, maximising

visibility, and legible wayfinding.

- 4.42. Whilst secure cycle parking is proposed, the scheme is also proposing the implementation of three on street cycle hoops to support active travel movements for both residents and visitors.

Vehicular Access

- 4.43. The scheme does not include vehicle parking, given the range of alternative transportation options that are accessible to residents, and the Site's proximity to ample off-street parking provision. Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays in the city centre. The Transport Statement shows the closest Pay & Display parking bays to the Site.
- 4.44. Section 7.6 of the Design and Access Statement outlines the development's fire strategy. The vehicular route for fire services is proposed to be along Newton Street, with fire tenders being able to park along on this road, adjacent to the main entrance. The building benefits from two escape stairs, that lead to dedicated escapes on Newton Street and Postal Street. These routes will be the primary emergency access for the fire service and the main residential entrance will act as a secondary access for the fire service.

5. Planning Assessment

- 5.1. The following section sets out the Development Plan and Material Considerations and assesses the Proposed Development against these.
- 5.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

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

Planning Framework

- 5.3. The Development Plan and Material Considerations for the Site and Proposed Development is comprised of the following:

Table 5.1: Development Plan and Material Considerations

National	
Material Considerations	
National Planning Policy Framework, 2024	Planning Policy Guidance
Regional	
Development Plan	
Places for Everyone Joint Development Plan, 2024 (PfE)	Greater Manchester Joint Waste Development Plan, 2012
Local	
Development Plan	
Manchester Core Strategy, 2012 (updated by PfE in 2024)	Saved Unitary Development Plan Policies, 1995
Material Considerations	
Guide to Development in Manchester, 2007	Provision for Housing Choice, 2008
Manchester’s Green and Blue Infrastructure Strategy, 2018 updated in 2022	
Manchester Housing Strategy (2022-2032)	
Supplementary Planning Guidance and Frameworks	
Design for Access, 2003	Manchester Residential Quality Guidance, 2017
Piccadilly Basin Strategic Regeneration Framework, 2016	

Manchester Draft Local Plan (Regulation 18), 2025

- 5.4. MCC is currently bringing forward a new Local Plan that will set out how the city will meet the need for new development over the next 15 years. It will identify where new development will happen, which green spaces and other aspects of the environment will be protected or enhanced, and how transport and other infrastructure will be improved.
- 5.5. Following its initial 'Issues and Options' consultation in 2020 (the first stage of Regulation 18), the draft Local Plan has now progressed to the second stage of Regulation 18. This current phase typically involves presenting the Council's preferred policy options and detailed proposals for further public engagement and feedback, building upon the insights gathered previously. As an emerging document, policies within the draft Local Plan are a material consideration in planning decisions. The weight afforded to these policies will increase as the plan progresses through its statutory stages, meaning they should be considered for this application in conjunction with the adopted development plan, reflecting their current stage of preparation.
- 5.6. The updated Local Plan is developed in close alignment with the overarching 'Our Manchester Strategy' (2025 to 2035) priorities. By integrating its objectives, the Local Plan directly contributes to:
- Our People: Fostering improved housing, health outcomes, and opportunities for all residents.
 - Our Neighbourhoods: Enhancing local infrastructure and protecting vital green spaces.
 - Our City: Managing growth responsibly, addressing environmental challenges, and ensuring a vibrant, sustainable future for Manchester
- 5.7. The Proposed Development is assessed with reference to these documents, as detailed below. The remainder of this chapter is structured under the following sub-headings:
- a. Principle of Development
 - b. Design and Appearance
 - c. Environmental Considerations
 - d. Other Considerations

a) Principle Of Development

i) Relevant Policies

- 5.8. The policies relevant to the principle of development are:

PfE (2024)

- JP-S2: City Centre
- JP-S1 Sustainable Development
- JP-J1: Supporting Long-Term Economic Growth
- JP-H1: Scale, Distribution and Phasing of New Housing Development
- JP-H4: Density of New Housing
- JP-P2: Heritage

Core Strategy (2012)

- Policy SP1: Spatial Principles
- Policy CC3: Housing

- Policy CC6: City Centre High Density Development
- Policy CC7: Mixed Use Development
- Policy CC8: Change and Renewal
- Policy CC10: A Place for Everyone
- Policy H1: Overall Housing Provision
- Policy EC3: The Regional Centre
- Policy EN3: Heritage
- Policy H8: Affordable Housing
- Policy PA1: Developer Contributions

Material Considerations

- NPPF (2024)
- Manchester Residential Quality Guidance (2017)
- Piccadilly Basin Strategic Regeneration Framework (2016)
- Manchester Housing Strategy (2022-2032)

i) Mixed-use Development

- 5.9. The Proposed Development, comprising residential dwellings and ground floor commercial space, embodies the principles of Manchester's Core Strategy policies by demonstrating a commitment to high-density, mixed-use development that contributes to the economic and social vibrancy of the City Centre. The project adheres to Policy CC3 (Housing) which identifies that the City Centre will see the most intensive development of housing in the City and within that the Northern Quarter as a key location for residential development. It also complies with Policy CC6 (City Centre High Density Development) by embracing the principle of high-density development within the City Centre.
- 5.10. Furthermore, the project's mixed-use nature, combining residential and commercial spaces, directly responds to Core Strategy Policy CC7 (Mixed Use Development) and the Council's encouragement of such developments in the City Centre. This approach promotes efficient land use and supports economic regeneration by integrating residential development with employment opportunities. The scale of the residential element is carefully balanced to maximise the economic viability of the Site and contribute to the city's overall economic vitality, consistent with Core Strategy Policy EC3's (The Regional Centre) objective of concentrating density in the City Centre, where larger and more substantial developments are encouraged.

ii) Density

- 5.11. Manchester's PfE Policy JP-H4 (Density of New Housing) establishes location-specific density requirements. Developments in the City Centre and within 400 meters of major rail stations must meet a minimum residential density of 200 dwellings per hectare. With an approximate density of 630 dwellings per hectare, the Site surpasses this requirement, aligning with MCC's objective of promoting efficient land use, particularly in the City Centre.
- 5.12. Manchester's Residential Quality Guidance emphasises the critical role of appropriate density in shaping the city's future. The guidance encourages increased density in areas well-served by public transport, amenities, and recreational facilities, recognising the importance of sustainable urban development. The Site is in a highly accessible location, with public transport links connecting residents to all areas of Manchester. Moreover, residents will have access to many public facilities such as schools, community centres, recreational and commercial amenities, and green space, as highlighted in Chapter 3.

- 5.13. The Proposed Development's density evidently aligns with the requirements and suggestions detailed in the relevant planning framework. The proposals aim to increase density, in order to support the existing and future housing demand in Manchester City Centre. Furthermore, the Site's accessible nature and proximity to public transport further justify the proposals for high density residential-led development.

iii) Contribution towards housing delivery

- 5.14. This Proposed Development aligns with both national and local planning policy, demonstrating a clear commitment to sustainable urban growth and regeneration. Chapter 5 of the NPPF underscores the government's objective of significantly boosting housing supply, promoting the efficient use of land for new homes while safeguarding environmental quality and ensuring healthy living conditions. The Proposed Development directly addresses these objectives by prioritising the redevelopment of a suitable, unused brownfield site to deliver a substantial quantum of new homes, including much-needed affordable housing in the City Centre (see Paragraphs 64 to 66). The increased residential population will also boost economic and social activity within the City Centre, creating a more vibrant and sustainable urban environment, in alignment with Paragraphs 8(a), 8(b) and 99.
- 5.15. The Site is located just outside the boundary of the Piccadilly Basin SRF area but falls within the SRF's designated area of influence. The SRF places a particular emphasis on ensuring that new residential development is located in the *"most suitable areas that allow the best connections to the major employment sites in the City Centre."* The Proposed Development's location, near the Piccadilly Basin SRF area and its well-established transport links, aligns with this principle and supports the creation of a well-connected and sustainable urban environment.

iv) Affordable Housing

- 5.16. The Proposed Development aligns with Core Strategy Policy H8 (Affordable Housing), which outlines requirements for affordable housing provision on residential developments exceeding 0.3 hectares or 15 dwellings. The policy establishes a target of 20% affordable housing, contingent upon a robust viability assessment demonstrating the scheme's financial feasibility and a reasonable developer profit. In accordance with Policy H8 (Affordable Housing), 20% affordable homes are proposed, meeting a specific demand for accessible housing in Manchester. The homes will be at Manchester Living Rent, which is set at or below the Local Housing Allowance level.
- 5.17. This commitment aligns with the Council's strategic objectives for affordable housing, as outlined in the Delivering Manchester's Affordable Homes to 2025 report presented to the Executive Committee in September 2019. This report builds upon the findings of the 'Affordable Housing Report' from December 2018, providing an updated analysis of the demand and supply dynamics within the city's affordable housing sector.
- 5.18. The Applicant's commitment to providing 20% affordable housing represents a significant contribution to addressing the need for affordable homes within the City Centre. The development's accessible location within an established residential community further enhances its social value and contribution to a diverse and inclusive city.
- 5.19. The proportion of affordable homes will be secured and managed directly by This City.

b) Design and Appearance

i) Relevant Policies

5.20. The policies relevant to design and appearance are:

Core Strategy (2012)

- Policy EN1: Design Principles and Strategic Character Areas
- Policy CC6: City Centre High Density Development
- Policy CC9: Design and Heritage
- Policy DM1: Development Management
- Policy CC10: A Place for Everyone
- Policy EN3: Heritage
- Policy EN19: Waste
- Policy EN9: Green Infrastructure

Saved Unitary Development Plan (1995)

- Saved UDP Policy DC18.1: Conservation Areas
- Saved UDP Policy DC19.1: Listed Buildings

PfE (2024)

- Policy JP-P2: Heritage

Material considerations

- Manchester Residential Quality Guidance (2017)
- Design for Access 2 (2003)
- Waste and Storage Collection Guidance Note (GD04)
- NPPF (2024)
- National Planning Practice Guidance
- Building Safety Act (2022)

ii) Architectural Quality and Inclusive Design

5.21. Core Strategy Policy EN1 (Design Principles and Strategic Character Areas) emphasises the importance of respecting the character and context of the surrounding area. New developments should complement, not clash with, the existing urban fabric and contribute to a sense of place. Additionally, Core Strategy Policy CC9 (Design and Heritage) explicitly calls for *"the highest standard in terms of appearance and function"* for new buildings in the City Centre. This signifies a commitment to architectural excellence and a desire to create a visually appealing and well-designed urban environment.

5.22. Core Strategy Policy DM1 (Development Management) states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale, and appearance.

5.23. The NPPF explicitly recognises good design as a fundamental component of sustainable development. Paragraph 135 of the NPPF underscores the importance of integrating design considerations into planning policies and decisions, advocating for an initiative-taking approach that ensures new developments:

- Will function well and add to the overall quality of the area, over the lifetime of the development;

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

- 5.24. In addition, the Guide to Development in Manchester Supplementary Planning Document (2007) and further Technical Guidance (2015), along with the Residential Quality Guide to Development in Manchester SPD, provide a comprehensive framework of design guidance for residential developments. These documents establish a series of design criteria intended to ensure high-quality residential environments that contribute positively to the city's character and amenity.
- 5.25. The Design for Access 2 document also offers a practical and clear set of best practice standards for promoting equal access to facilities within buildings, outlining specific measures to enhance accessibility and inclusivity within development schemes.
- 5.26. The Proposed Development has been crafted by a design team led by Hawkins Brown, a firm with extensive experience in delivering high-quality residential projects in both City Centre and edge-of-centre locations. The proposed building heights and materials have been carefully considered in relation to the immediate site context, as well as long-range views from key heritage and townscape viewpoints throughout the city. This approach has evolved through pre-application engagement with MCC and ensures a sensitive and contextual response to the surrounding environment, contributing to a well-integrated and visually cohesive urban fabric, adhering with the aforementioned documents and framework.
- 5.27. The Proposals encompass enhancements to the pedestrian footpath along Faraday Street and Newton Street. This approach seeks to reflect the existing streetscape while introducing a contemporary aesthetic that complements the architectural design of the Proposed Development.

iii) Waste and Servicing

- 5.28. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set in the Waste Management Plan for England, strongly encouraging, and promoting elevated levels of quality recycling.
- 5.29. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for waste produced by the development
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.

- 5.30. This planning application demonstrably adheres to Core Strategy Policy EN19 (Waste), which mandates that all development proposals align with the principles of the waste hierarchy. Waste management details are included in the Design and Access Statement and Waste Pro-Forma, prepared by Hawkins Brown. These documents outline a robust approach to waste management and refuse collection, ensuring that the proposed arrangements correspond with the scale and nature of the development and is consistent with planning policy.
- 5.31. The Proposed Development incorporates two dedicated residential waste storage areas, designed to facilitate efficient bin management by staff. This approach ensures consistent resident access to general refuse and recycling facilities, with a rotation system in place to prevent bin overflow. The internal, lobby-accessed storage areas are designed to be strictly for resident use and are segregated from commercial areas. Collection will be via Newton Street. Refuse provision therefore exceeds that required by MCC's GD04 - Waste Management Strategy for New Developments
- 5.32. Commercial waste storage provision will be determined by the final use class, unit quantity, and fit-out; however, all proposed commercial bin stores will adhere to GD04 requirements, ensuring sufficient spatial provision and restricted resident access. It is expected that this can be controlled via a planning condition.

iv) Crime and Security

- 5.33. In accordance with Core Strategy Policy DM1 (Development Management) which emphasises the consideration of community safety and crime prevention in all development proposals, the design of this project has been undertaken in consultation with GMP.
- 5.34. GMP have prepared a comprehensive Crime Impact Statement, submitted alongside this planning application, identifying specific design features that will contribute positively to the prevention of crime and the reduction of fear of crime within and around the development. The project team have subsequently revised the design to address concerns (full details of the design response are provided in the DAS). This collaborative approach ensures that the project incorporates best practices in crime prevention and aligns with the Council's commitment to creating safe and secure environments for all residents and visitors.
- 5.35. It is anticipated that a condition will be attached to any subsequent planning permission requiring secure by design accreditation.

v) Heritage

- 5.36. Locally, PFE Policy JP-P2 (Heritage) and Core Strategy Policies CC9 and EN3 (Heritage), along with retained UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings), echo the NPPF's emphasis on preserving and enhancing the historic environment. These policies necessitate a thorough understanding of heritage asset significance, informed by heritage assessments, to ensure development proposals are sensitive to their inherent values and any potential impacts are demonstrably justified.
- 5.37. It is also important to consider relevant legislation for listed buildings. Section 66 Planning (Listed Building and Conservation Areas) Act 1990 requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. Section 72 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

- 5.38. This planning application has been assessed against this robust framework, ensuring a comprehensive and balanced approach to heritage considerations, in adherence to the national and local framework detailed above. A Heritage Statement has been submitted alongside this planning application, summarising the main points in relation to heritage assets and the potential impacts of the Proposed Development.
- 5.39. The Heritage Statement concludes that there are 19 designated heritage assets and two Conservation Areas within a 150m radius of the Proposed Development. The assessment area has been informed by site visits and considered in light of the scale of the Proposed Development and the tight urban grain surrounding the Site. A proportionate approach has been taken and where assets are considered to have no relationship with the Site, these have been scoped out of detailed assessment. The following Heritage Assets have been scoped in for further consideration:
- Stevenson Square Conservation Area
 - 45, 47 and 47a Hilton Street (Grade II)
 - Newton Buildings (Grade II)
 - 50-62 Port Street (Grade II)
 - Former Newton Street Police Station (Grade II)
 - The Wentwood (Grade II)
 - Marlsbro House (Grade II)
 - 49 Newton Street (Grade II)
- 5.40. A full analysis of the Proposed Development's potential impact on heritage assets is included in the Heritage Statement.
- 5.41. The Heritage Statement concludes that the Proposed Development will cause no harm to the Former Newton Street Police Station, 50-62 Port Street, Newton Buildings, 45,47 and 47a Hilton Street and 49 Newton Street; and will preserve the character and appearance of the Stevenson Square Conservation Area. The Proposed Development is considered to alter the setting of 72-76 (The Wentworth) and Marlboro House through redeveloping the vacant site which currently detracts from the setting. As such the Proposed Development is considered to result in negligible – no harm to these assets.
- 5.42. The Proposed Development, through its use of grey brick and contrasting red aluminium panelling, will harmonise with the evolving streetscape it shares with The Wentwood and Marlsbro House. This reflects the existing blend of heritage and modern architecture found in these buildings, further integrating the development into its context.
- 5.43. The Heritage Statement therefore concludes that the Proposed Development will have a negligible to no-harm to the identified heritage assets, resulting in less than substantial harm – albeit at the lower end of the scale. The public benefits of the Proposed Development outweigh this harm. As outlined in the Heritage Statement, these public benefits include:
- **Economic Growth and Housing:** Delivers much-needed affordable housing in a central location, supporting a diverse workforce and generating employment through construction and operation.
 - **Brownfield Regeneration:** Revitalises a vacant brownfield site, maximising its potential for a sustainable urban environment.
 - **Sustainable Design and Transport:** Integrates sustainable technologies and encourages the use of sustainable modes of transport.

- **Accessibility and Inclusivity:** Prioritises accessibility for all users, including those with impaired mobility, ensuring an inclusive design.

5.44. Overall, the proposal is in accordance with national and local policy.

vi) Fire Safety

- 5.45. A Gateway One Fire Statement (PGO) was conducted by OFR Consultants and has been submitted alongside this application. The PGO enforces the integration of fire safety considerations throughout the design process of tall residential buildings, as mandated by Section 156 of the Building Safety Act (2022). The Fire Statement also aligns with NPPF requirements detailed in Paragraph 124, which state that development proposals should deliver "*safe and healthy living conditions*" for residents.
- 5.46. To ensure the safety of residents and workers, the design will incorporate residential sprinkler systems for both the apartments and retail units and dry riser inlets, located near the entrance of each escape staircase. Two fire escape stairs will be delivered, in accordance with the recommendations of BS 9991:2024 (supplemented by BS 9999:2017). The fire escape stairs can be accessed from either Newton Street or Postal Street and a firefighter's lift is to be provided, in association with each staircase.
- 5.47. Fire hydrants are provided on both Dean Street and Newton Street and fire appliances can access all surrounding perimeters of the building, giving them access to the residential areas through the firefighting shafts and access to the retail areas through the entrance on the ground floor.
- 5.48. The Fire Statement showcases the Applicant's commitment to "*promoting high levels of fire safety*", an aim, highlighted within PfE, Paragraph 9.36. The strategies to ensure the health and safety of residents in the event of a fire, have been clearly laid out and well-designed to reduce both risk and impact created by such an event. Further dialogue with Building Control and Health and Safety Executive will take place in due course.

c) Environmental Considerations

i) Relevant Policies

5.49. The policies relevant to environmental considerations are:

Core Strategy (2012)

- Policy EN4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN5: Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN6: Target Framework for CO2 reductions from low to zero carbon energy supplies
- Policy EN8: Adaptation to Climate Change
- Policy EN7: Energy Infrastructure Opportunities
- Policy EN9: Green Infrastructure
- Policy EN14: Flood Risk
- Policy EN15: Biodiversity and Geological Conservation
- Policy EN16: Air Quality
- Policy EN17: Water Quality
- Policy EN18: Contaminated Land and Ground Stability
- Policy T1: Sustainable Transport
- Policy T2: Accessible Areas of Opportunity and Needs

- Policy CC5 (Transport)

PfE (2024)

- Policy JP-S5: Clean Air
- Policy JP-S2: Carbon and Energy
- Policy JP-S1: Sustainable Development
- Policy JP-S3: Heat and Energy Networks
- Policy JP-S4: Flood Risk and the Water Environment

Saved UDP Policies (1995)

- Policy DC26.5: Development and Noise

Material Considerations

- NPPF (2024)
- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)
- Acoustic, Ventilation and Overheating (AVO) Residential Guide (2020)
- Guide to Development in Manchester (2007)

ii) Climate Change and Energy

- 5.50. PfE Policy JP-S2 (Carbon and Energy) recommends that planning applications for residential development are to be accompanied by an Energy Statement covering best practice such as onsite renewable energy generation and the reduction of energy demand. The Proposed Development proposes reduced energy consumption and airtight construction to reduce the use of energy onsite.
- 5.51. MCC declared a Climate Emergency in 2019, setting a target of carbon neutrality by 2038 and adopting the Manchester Climate Change Framework 2020-2025 to guide carbon reduction measures. This framework, alongside the 2021 changes to Building Regulations aimed at achieving net-zero carbon emissions, are material considerations for development proposals. In December 2021, the government announced changes to Building Regulations to help the UK deliver net zero. The changes include a requirement for new homes to produce around 30% less CO₂ than the baseline standards at the time, and a 27% reduction in emissions from other new buildings.
- 5.52. Core Strategy Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) of the Core Strategy suggests that all development must be designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling for residents. Further to this, Core Strategy Policy EN9 (Green Infrastructure), encourages urban cooling systems, on development within the City Centre.
- 5.53. The Proposed Development has been designed to achieve minimal energy consumption, exceeding the standards set forth in Schedule 1, Part L of the Building Regulations (2010, as amended, 2023). This is a significant commitment by This City to create a highly efficient building where bills will be significantly lower for residents. This commitment to energy efficiency is demonstrated by the submission of a Sustainability Statement and a detailed Environmental Standards and Energy Statement, prepared by Hannan Associates, in support of this application. The documents provide a thorough analysis of the energy efficiency strategies exercised and demonstrate the development's adherence to national environmental standards. The façade has also been designed with elevated window sills to mitigate overheating, which is explained in the accompanying Design and Access Statement.
- 5.54. The Environmental Standards and Energy Statement assesses multiple low and zero carbon technologies to be implemented in the Proposed Development. Of the technologies considered; the

most suitable for incorporation into the Proposed Development were photovoltaics and air source heat pumps. Following this assessment, these technologies are proposed to be integrated into the design where appropriate. Final details could be agreed by planning condition.

iii) Traffic and Transport

- 5.55. In accordance with Core Strategy Policies T2 (Accessible Areas of Opportunity and Needs) and CC5 (Transport), the Proposed Development prioritises sustainable transport modes and accessibility. The Site benefits from a highly sustainable location within the City Centre, with numerous local amenities, including a supermarket, healthcare facilities, places of worship, schools, cafes, restaurants, shops, and leisure facilities, all within walking distance.
- 5.56. The Site's highly sustainable location within the City Centre further supports its sustainability credentials. The Proposed Development is intended to be car-free, with no on-site parking provided, further limiting reliance on private vehicles. This approach will minimise vehicular travel and associated emissions, aligning with Policy JP-S5 (Clean Air) within the recently adopted PfE (2024), which promotes sustainable travel and the reduction of air pollution. Based on the above, the Proposed Development is highly sustainable from a transport perspective and in line with both local and national policies regarding the impacts of traffic and transport.
- 5.57. The Site is well-connected to the wider Greater Manchester area via Great Ancoats Street, a key arterial road, and benefits from a variety of public transport options. Pedestrian access is excellent, with existing links connecting to primary routes along Newton Street and Port Street. Further analysis of pedestrian routes is provided in the Transport Statement. The prevalence of 20mph speed limits on surrounding streets, including Postal Street, enhances pedestrian safety.
- 5.58. The Site is also well-served by cycling infrastructure, with on-road cycle routes along Dale Street, Oldham Road, and Great Ancoats Street, all within 300m. Transport for Greater Manchester's Cycle Network Map highlights cycle parking allocations on Tariff Street and Lever Street, both within 150m. The 20mph speed limits on surrounding streets further enhances cyclist safety.
- 5.59. Public transport options are readily available, with Faraday Street Bus Stop (Stop EM) a two-minute walk away, providing access to north and northeast Greater Manchester. Piccadilly Gardens Bus Interchange, offering multi-modal connections across Greater Manchester, is a five-minute walk from the Site. Piccadilly Gardens Metrolink Stop, also a five-minute walk away, provides further multi-modal transport options. Manchester Piccadilly train station, offering connections across Greater Manchester and beyond, is an 8-minute walk from the Site.
- 5.60. While a range of alternative transportation options are accessible to residents, the locality benefits from ample off-street parking provision should residents require it. Blue Badge holders are permitted to park without charge and for unlimited duration in Pay & Display parking bays in the city centre.
- 5.61. SK Transport have produced a Framework Travel Plan, which has been submitted with this planning application. The report recommends that upon occupation, each new resident will receive a travel pack. This will be followed by a baseline travel survey conducted within three months of their residency. The objective of this approach is twofold: to increase the percentage of residents opting for sustainable transportation methods and to substantially decrease single-occupancy car journeys from the baseline modal share. The latter will be determined upon the completion of the baseline survey.
- 5.62. A Transport Statement, prepared by SK Transport, has also been submitted alongside this planning

application, assessing the possible transport impacts during the operational phase of the Proposed Development. The assessment establishes that the Site benefits from excellent accessibility, particularly via public transport, as evidenced by a high General Multimodal Accessibility Level (GMAL) score of 8. This facilitates convenient access to essential amenities for residents. The Transport Statement concludes that the development will not have an impact on highway operation.

- 5.63. Furthermore, the Proposed Development integrates measures to encourage sustainable transportation modes and active lifestyles. These include the provision of cycle parking facilities, enhancements to local pedestrian routes, a proposed restriction on motor vehicles accessing Faraday Street and a portion of Dean Street (complemented by a corresponding landscape scheme), and the implementation of a comprehensive Travel Plan which will be secured by planning condition.
- 5.64. The Framework Construction Environmental Management Plan accompanying this planning application also sets out how construction traffic will be managed, addressing short-term effects through a best-practice approach to route planning, timing, and frequency of deliveries, ensuring minimal environmental impact.

iv) Flood Risk and Drainage

- 5.65. In line with Core Strategy Policy EN14 (Flood Risk) and PfE Policy JP-S4 (Flood Risk and the Water Environment) the Proposed Development will incorporate a comprehensive Sustainable Drainage Systems (SuDS) strategy to effectively manage surface water runoff and minimise flood risk. The nearest watercourse, the Rochdale Canal, is situated approximately 170m southeast of the Site boundary.
- 5.66. Heyne Tillet Steel have developed a Flood Risk Assessment and detailed Drainage strategy, adhering to industry standards (Non-Statutory Technical Standards for Sustainable Drainage Systems), to inform the design of drainage infrastructure and ensure effective surface water management, flood risk mitigation, and pollution prevention.
- 5.67. The report proposes using blue roofs to manage stormwater runoff, aiming to mimic natural drainage for a 1 in 100-year storm event. The system will keep discharge rates below 5 litres per second, achieving a 94% reduction in peak surface water runoff compared to the existing system. The report also proposes that foul water drainage on Site will reuse existing drainage where feasible and designed in accordance with best practice. To ensure the proposed drainage strategy is achieved, a planning condition is expected.

v) Ecology

- 5.68. An Ecological Assessment, prepared by LUC, accompanies this planning application in accordance with Core Strategy Policy EN15 (Biodiversity and Geological Conservation). The Site is not located within any designated nature conservation site, and no records of protected species were identified during the survey. While the Site lies adjacent to the Rochdale Canal, a designated SBI, the accompanying ecological assessment demonstrates that the Proposed Development will not have any adverse impacts on this designated site.
- 5.69. The Proposed Development has been assessed for ecological impact. Given the absence of habitats or plant species on the Site (Biodiversity net gain: exempt developments, November 2023) the project is exempt from Biodiversity Net Gain requirements. Despite the Site's exemption, the Proposed Development will have a positive Biodiversity Net Gain, exceeding current conditions on

site by providing a green roof on the first floor courtyard podium.

vi) Ground Conditions

- 5.70. Compliant with Paragraph 196 of the NPPF and Core Strategy Policy EN18 (Contaminated Land and Ground Stability), Phase 1 (Desktop) and Phase 2 Geo-Technical Reports accompanies the planning application, outlining potential contamination and ground gas mitigation strategies. The reports conclude that the Proposed Development is anticipated to pose minimal risk to human health and controlled waters.
- 5.71. Preliminary ground condition assessments by Curtins indicate the need for specific design and mitigation measures. The ground profile, consisting of made ground overlying glacial till and sandstone (estimated depth exceeding 6m), necessitates piled foundations for structural stability. Removal of potential obstructions from relic foundations is advised prior to pile installation. A suspended ground floor slab is also recommended due to the presence of made ground.
- 5.72. While the risk of Unexploded Ordnance (UXO) is considered low, moderate risks associated with contamination and ground gases require appropriate mitigation. A CS2 gas membrane is recommended, subject to verification through Phase 2 ground gas monitoring. Radon protection measures are not considered necessary based on current assessments.
- 5.73. The Proposed Development will be designed and constructed in full accordance with the recommendations of the Phase 1 Geo-Technical Report and any subsequent investigations, ensuring compliance with Paragraph 189 of the NPPF and Core Strategy Policy EN18 (Contaminated Land and Ground Stability). It is anticipated that appropriate conditions will be added to cover this.

vii) Noise and Vibration

- 5.74. Saved UDP Policy DC26 (Development and Noise) guides MCC's approach to noise mitigation, considering both the impact of new development on existing noise levels and the potential for new development to be affected by existing noise sources.
- 5.75. An initial Noise Assessment, prepared by Sandy Brown, was submitted alongside this planning application. This assessment adhered to local planning policy standards and incorporated the Agent of Change principle, detailing findings to establish suitable noise limits and compliance with local policy and national safety standards. Based on the information available at the time, the report demonstrated that the scheme had been designed to meet the required noise mitigation criteria, minimising any potential adverse impacts during construction and operation phases.
- 5.76. Following engagement with nearby music venue 'Stage & Radio', it was highlighted that there are noisier nights than initially assessed which needed to be captured. Thus, a Supplementary Noise Report, also prepared by Sandy Brown, has been submitted. This document builds upon the previous assessment to provide a more comprehensive understanding of the noise environment.
- 5.77. The Supplementary Noise Report details the findings of additional assessments carried out, which indicate higher noise levels than previously assessed, particularly concerning low-frequency amplified sound from the Stage and Radio music venue.

- 5.78. An assessment was undertaken to determine the required acoustic performances for the facades. The assessment concludes that Dean Street and Faraday Street elevations are exposed to amplified sound from the Stage and Radio music venue. As such, it is advised that low frequency noise ingress is appropriately controlled in order for the scheme to meet MCC guidelines. The updated predicted low frequency amplified sound levels at 1m from these are up to:
- Leq 88 dB at 63 Hz octave band (increased from 84 dB)
 - Leq 82 dB at 125 Hz octave band (increased from 76 dB)
- 5.79. The updated noise assessment indicates that the approximate predicted re-radiated noise levels in the worst affected residential spaces are above the MCC requirements. Mitigation measures are therefore required to meet MCC's low-frequency requirements.
- 5.80. In response to these findings, a range of enhancement options have been identified that would reduce the noise levels to acceptable levels at Stage & Radio. This includes controlling re-radiated noise through resilient isolation of the sound system; making good existing windows and brickwork; installing secondary glazing; implementing a lobbied entrance; plasterboard lining to external walls; acoustic attenuation to ventilation equipment; and a review of low-level air bricks. A planning condition is anticipated to require a noise insulation scheme which protects the proposed residential development in respect of noise ingress from Stage & Radio. This would include full details of any measures required to Stage & Radio as required and to achieve appropriate noise levels prior to the occupation of the development.
- 5.81. Noise and vibration during construction will be managed in accordance with best practices and any additional measures required by MCC, including specified working hours, will be outlined in the CEMP, and applied as conditions to the planning permission. With these mitigation measures in place, residual effects from construction activities are expected to be insignificant.
- 5.82. Plant noise limits at the worst affected existing noise sensitive premises have been set in line with the requirements of MCC. The recommended mitigation measures will be incorporated into the design to ensure the proposed plant items are compliant with the relevant noise limits.
- 5.83. An initial Level 1 Acoustics, Ventilation and Overheating assessment and simplified assessment in line with ADO2021 were also carried out. The assessment demonstrates that openable windows can likely not be relied upon to assist in control overheating, and mechanical systems will be required to control overheating.
- 5.84. Following an assessment of the operational noise transfer between the ground floor commercial units and the residential spaces on level one, operational noise limits in the commercial units have been established.

viii) Overheating and Ventilation

- 5.85. The AVO Residential Design Guide (2020) provides a comprehensive approach to acoustic assessments for new residential developments, emphasising the interconnected nature of acoustics, ventilation, and overheating. It recommends that assessments for purge ventilation, such as opening windows, consider the potential impact on internal noise levels within apartments.
- 5.86. The guide advocates for a design process that minimises heat gains, thereby reducing the need for ventilation to control overheating and, so, minimising noise ingress. It presents a methodology for assessing the risk of adverse effects on occupants based on the potential internal noise level with

windows open and the duration of window opening.

- 5.87. A Ventilation Statement has been prepared by Hannan Associates, and it has been submitted alongside this planning application. The statement sets out the different ventilation strategies for residential areas, to ensure the provision of general ventilation, purge ventilation and ventilation to limit overheating.
- 5.88. General ventilation within each apartment is proposed through independent whole house low power continuous supply and extract ventilation (MVHR) units. These units are to be mounted within the utility cupboards in each apartment. These MVHR units will provide continuous extract ventilation to the kitchens, ensuite bathrooms, bathrooms, and utility cupboards. This will ensure that ventilation rates are in accordance with the requirements outlines in Approved documents F of the Building Regulations.
- 5.89. Purge ventilation shall be provided to all habitable rooms by openable windows. To limit overheating, in accordance with Approved document O of the Building Regulations, MVHR units and openable windows will be provided.
- 5.90. The implementation of the ventilation strategies will ensure a continuous supply of fresh air, maintained energy efficiency and compliance with the relevant regulations and material considerations. The design team have considered the relationship between the overheating requirements and noise concerns from neighbouring uses, and the proposed façade design balances technical requirements for both. Full details are provided in the Ventilation Strategy and Noise Report.

ix) Air Quality

- 5.91. An Air Quality Report, prepared by Noise Air, accompanies this planning application in accordance with Core Strategy Policy EN16 (Air Quality). The report states that, the Proposed Development is expected to result in a negligible air quality impact at nearby existing receptors, in accordance with the IAQM and EPUK guidance. The residual effect of the Proposed Development is not significant.
- 5.92. A qualitative assessment of the potential impacts on local air quality from construction activities was carried out by Noise Air, using the IAQM methodology. The results found that there is a maximum of medium risk of dust soiling impacts and a medium risk of increases in particulate matter concentrations due to unmitigated construction activities for human health.
- 5.93. Appropriate mitigation measures, as detailed in the Framework CEMP, will be implemented to manage construction dust emissions, ensuring that any residual effects from construction activities remain insignificant. A planning condition is anticipated to ensure a detailed CEMP is agreed and implemented.
- 5.94. By implementing good on-site practice and recommended mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. The residual effects of dust and particulate matter generated by construction activities on air quality are therefore considered to be not significant.

x) Daylight and Sunlight

- 5.95. Paragraph 130(c) of the NPPF suggests that local planning authorities should take a flexible approach to applying policies and guidance relating to daylight and sunlight, as long as the resulting scheme delivers acceptable living standards.

- 5.96. A Daylight / Sunlight Assessment prepared by GIA, conducted in accordance with Planning Practice Guidance and the Building Research Establishment Guidance document (BR209, 2022), accompanies this planning application. This assessment evaluates the potential impact of the Proposed Development on the daylight and sunlight amenity levels of existing and proposed surrounding residential properties.
- 5.97. The assessment identifies that the daylight and sunlight effects are considered reasonable for 55 Newton Street, The Wentwood, The Sorting House and INQ Tariff Street. Full details of the assessment are in the accompanying GIA Report but a summary for each building is provided below:
- **55 Newton Street** – 15 windows serving three site facing rooms were modelled which demonstrated daylight amenity in two of the three rooms would be fully BRE compliant. The VSC change to the seven windows serving the remaining room will be fully BRE compliant but with a minor NSL change.
 - **The Wentwood** – 117 windows were considered and a BRE permitted mirror analysis was undertaken which showed the overall daylight and sunlight effects of the Proposed Development are considered reasonable in the context. 64 windows were considered in the context of sunlight amenity as they are oriented to within 90 degrees of due south. The windows in the lowest two floors will experience absolute VSC changes ranging from 0% to 2% with the average being 1%. The windows on the upper floors experience larger levels of VSC change but they retain VSC levels which are at least equal to but mostly greater than those from which the lower windows would benefit if a mirror of The Wentwood were on the Site.
 - **Sorting House** – 111 windows were considered and a BRE permitted mirror analysis was undertaken which showed the overall daylight and sunlight effects of the Proposed Development are considered reasonable in the context. 89 rooms were considered in the context of sunlight amenity as they have one or more windows which are oriented to within 90 degrees of due south. The Proposed Development would result in absolute VSC changes ranging from 0% to 8.5%, with the average change being 3.7%. There are an isolated number of lower level rooms which will experience changes in APSH compared to the mirror baseline.
 - **INQ** - 164 windows were modelled and 80 of the 118 rooms will be fully BRE compliant and the diffuse daylight within these rooms will not be significantly affected. In the remaining rooms the change in VSC and/or NSL is considered to be reasonable in the context.
- 5.98. The assessment concludes when the effects of the Proposed Development are considered in a contextual manner, which is in accordance with the BRE guidelines, the overall daylight and sunlight effects upon the surrounding residential properties are considered reasonable in context.

xi) Archaeology

- 5.99. A Desk Based Archaeological Assessment has been undertaken and accompanies this planning application. The Assessment concludes that the potential for pre-18th century archaeological remains to exist within the Site is considered to be low due to the lack of evidence within the study area and the fact that any such remains would likely have been truncated or removed during the construction of buildings on the Site. It also concludes that there exists a high potential for sub-surface remains relating to buildings dating to the late 18th century onwards to exist within the Site, including a cotton mill, a plate manufactory, and a row of terraced houses.

- 5.100. Having completed a suitable assessment, the Proposed Development is considered compliant with the Development Plan and the NPPF regarding archaeological considerations.

d) Other Considerations

i) Relevant Policies

- 5.101. The policies relevant to the other considerations are:

Core Strategy (2012)

- Policy DM1: Development Management
- Policy SP1: Spatial Principles
- Policy CC1: Primary Development Focus: City Centre and Fringe
- Policy CC5: Transport
- Policy C10: A Place for Everyone
- Policy EN1: Design Principles and Strategic Character Areas
- Policy EN19: Waste
- Policy EN20: Minerals
- Policy EN17: Water Quality
- Policy EN15: Biodiversity and Geological Conservation

PfE (2024)

- Policy JP-S5: Clean Air
- Policy JP-C8: Transport Requirements of New Development

Saved UDP Policies (1995)

- Saved UDP Policy DC26: Development and Noise

Material Considerations

- Manchester Residential Quality Guidance (2017)
- Data ducting infrastructure for new homes (2008)

ii) Construction Management

- 5.102. A Framework Construction Management Plan (CMP) has been submitted with the planning application, in alignment with core policies laid out in the Core Strategy and PfE. The plan covers the following topics:

- Hours of Site opening and operation
- A Site Waste Management Plan
- Air Quality Plan
- A Plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction
- The parking of vehicles of Site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Construction and demolition methods to be used, including the use of cranes
- The erection and maintenance of security hoarding
- Measures to control the emission of dust and dirt during construction
- A scheme for recycling/disposing of waste resulting from demolition and construction works

- Details of and position of any proposed cranes to be used on Site and any lighting
- A detailed programme of the works and risk assessments
- Temporary traffic management measures to address any necessary bus re-routing and bus stop closures
- Details on the timing of construction of scaffolding
- A Human Impact Management Plan
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are always maintained.

5.103. Based on the above, it is considered that the development proposals are in accordance with Core Strategy Policies EN19 (Waste), EN20 (Minerals), DM1 (Development Management), EN17 (Water Quality), and EN15 (Biodiversity and Geological Conservation). Additionally, the CMP adheres to PpE policies JP-S5 (Clean Air) and Policy JP-C8 (Transport Requirements of New Development), which requires CMPs to be published and submitted in support of new developments, *“to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.”*

iii) Operational Management

- 5.104. The Manchester Residential Quality Design Guidance (2017) emphasises the importance of effective operational management in maintaining the quality of residential accommodation and ensuring the long-term enjoyment of the development by its residents. Early consideration of operational requirements, including the integration of innovative technologies to facilitate management strategies, is encouraged.
- 5.105. The Applicant is committed to appointing an experienced building management company to oversee the Proposed Development. While the specific company is yet to be confirmed, the Applicant will ensure that the principles outlined in the residential and commercial management strategy are implemented, guaranteeing a high standard of management for the development. It is expected that a Residential Management Strategy will be a condition, following the review of this planning application. This condition will be discharged upon the confirmation of an appropriate operator.

iv) TV and Broadband Connectivity

- 5.106. Planning Policy Guidance mandates the incorporation of digital connectivity measures in all new residential developments, accounting for the Data Ducting Infrastructure Guidance (2008) produced by the Department for Communities and Local Government.
- 5.107. The desktop study on broadband connectivity by GTech Surveys has been submitted with the planning application. The study confirms excellent potential for high-speed data services at the Proposed Development. Both BT Openreach and Virgin Media have existing fibre infrastructure near the Site, as evidenced by their infrastructure maps. While the study recommends further consultation with providers to determine the optimal solution, the existing full fibre infrastructure of BT and Hyper optic in close proximity suggests they are well-positioned to provide robust connectivity.
- 5.108. GTech Surveys Ltd have produced a Television and Radio Reception Impact Assessment, which accompanies this Application. The assessment concludes that the Proposed Development is not anticipated to disrupt the reception of any television or radio broadcast platform. Consequently, no mitigation strategies are deemed necessary to ensure optimal reception of broadcast services.

Summary

- 5.109. This section of the report provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence, including the preparation of technical reports.
- 5.110. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

6. Public Benefits

Table 6.1: Public Benefits of Proposed Development

Public Benefit		Assessment
Economic		
	A viable use of an unused brownfield site	This planning application proposes the redevelopment of a vacant brownfield site, aligning with national, regional, and local priorities for urban regeneration. The proposed scheme optimises the Site's potential by balancing high-density residential development with complementary commercial uses, creating a vibrant and sustainable addition to the City Centre. Bringing the Site back into use will restore the historic grain and improve the area by creating active frontages. The residential and commercial uses will also provide natural surveillance improving the safety and security of the area from its current state. This approach is consistent with the Development Plan and relevant guidance, ensuring the efficient use of previously developed land while encouraging further investment in the area.
	Support employment opportunities	The Proposed Development represents a significant opportunity to create both short-term and long-term employment opportunities for the local community. During the construction phase, the project will generate a range of jobs across various trades. The Applicant, This City, is committed to collaborating with contractors to establish a LLA that prioritises local hiring, skills development, and the provision of apprenticeships and internships for residents. Beyond construction, the incorporation of ground-floor commercial space will create further employment opportunities within the development itself. The project's strategic location, with close proximity and excellent connectivity to the City Centre, enhances its potential to stimulate economic activity and provide sustainable employment pathways for local residents.
	Support economic growth	Manchester's projected economic growth anticipates a concentration of employment opportunities within the City Centre, underscoring the need for suitable housing to support these jobs and retain valuable skill sets. The Proposed Development will attract a mix of residents, from young professionals, to retirees, fostering a vibrant and sustainable community within the City Centre. This influx of residents will, in turn, stimulate economic growth by increasing local expenditure and supporting local businesses. The affordable housing provision is important to support a thriving economy for all Mancunians.

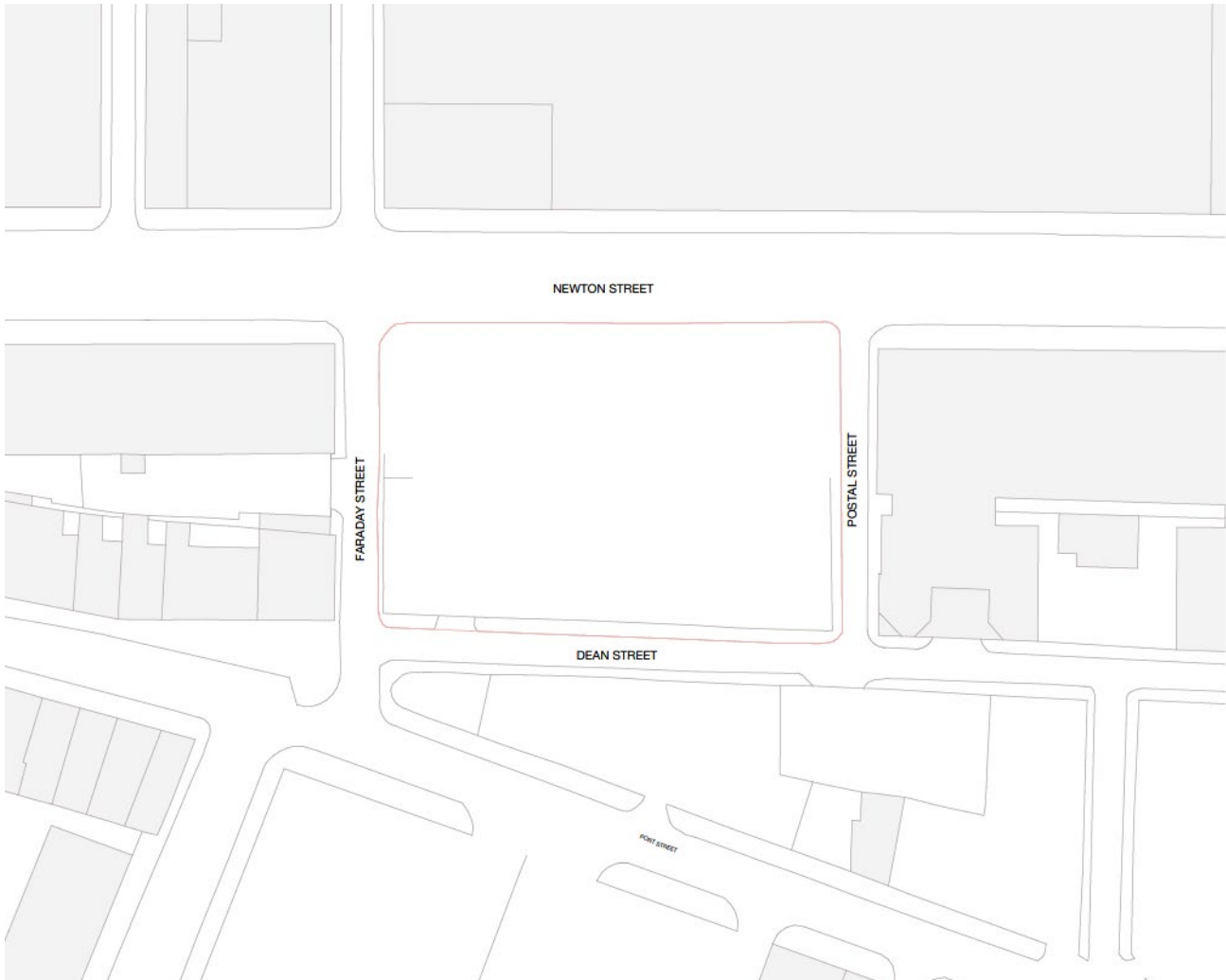
Public Benefit		Assessment
Environmental		
	Sustainable Development	Given the accessible nature of the Site, the Proposed Development will also encourage the use of sustainable transport which will contribute to improving levels of public health through provision of active transport as well as helping to reduce carbon emissions. Sustainable materials have also been considered throughout the design process, as demonstrated by the accompanying Design and Access Statement.
Social		
	Provision of significant homes to support Residential Demand	The Proposed Development, with its residential-led character, directly addresses the acknowledged need for housing within the City Centre. It aligns with the strategic objectives of the PfE spatial framework, which prioritises the delivery of new homes within the City Centre and will assist MCC in achieving this key housing target. The Site is demonstrably suitable for residential development, as supported by the Development Plan and relevant material guidance. The scheme maximises the Site's potential by delivering over 126 dwellings, including a 20% affordable housing provision to be offered at the MLR, and offers a mix of one bed and two bed dwellings.
	Provision of Affordable Homes	The provision of 20% affordable housing, priced at the MLR level, forms an integral part of the development proposal. This commitment aligns with the Applicant's strategic objectives for delivering much-needed affordable housing options within the Norther Quarter, contributing positively to ongoing regeneration efforts. The provision of homes priced at Manchester's Living Rent is also consistent with national and local policy, and the relevant strategic documents, as outlined in Section 2.
	Improved pedestrian connections	The Site already benefits from excellent pedestrian connectivity to the surrounding area, including existing links to primary routes along Newton Street and Port Street. The Proposed Development will enhance the pedestrian environment by increasing activity, consequently creating a more welcoming and safer atmosphere. The Transport Statement, undertaken by SK Transport provides evidence which establishes the Site as a pedestrian friendly zone. The assessment concludes that the Site presents a viable location for car-free living and that the Proposed Development is not anticipated to result in any adverse impacts on the highway network.
	Improved Vitality	The Site's prominent location within the City Centre demands high-quality architecture that will create a sense of place, attract people, and enhance the area's identity. Consistent and distinctive architectural design is crucial to achieving this goal. The Proposed Development achieves this by seamlessly integrating with the existing heritage assets, respecting the area's historic character while introducing a contemporary design that brings new life and vitality to the Northern Quarter.

Public Benefit	Assessment
	As a cleared brownfield site, the Proposed Development fills a gap in the urban fabric. The current site is vacant and unutilised, thus, by adding in the Proposed Development which complements the current urban fabric, this gap would be adequately occupied. It will also have benefit for security and crime reduction, by creating active frontages and natural surveillance.

7. Conclusion

- 7.1. The proposed eight storey, 126-unit mixed-use development, with its blend of residential accommodation and active commercial frontages, will positively contribute to the evolving character of the vibrant Northern Quarter. The project represents a carefully considered response to the Site's context and reinforces the ongoing regeneration in central Manchester.
- 7.2. Engagement has taken place with MCC Planning, Highways, and Environmental Health Departments, GMP and neighbouring properties, landowners, and occupiers to help to make others aware of the proposals and make positive changes to the Proposed Development. A public consultation has also taken place.
- 7.3. The redevelopment of this unutilised Site, vacant since the demolition of the previous commercial structures in 2024, represents a highly sustainable approach to urban development, making efficient use of existing infrastructure and contributing to the vitality of the City Centre.
- 7.4. The Site is in a highly sustainable location due to the proximity of a wide range of transport links. The Site is within easy reach of areas of employment, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing need for housing in Manchester and Greater Manchester more broadly.
- 7.5. The Applicant's emphasis on delivering high-quality, low-carbon homes at attainable rent levels will contribute to a more sustainable and inclusive housing market, supporting both economic growth and the well-being of residents. Furthermore, This City's commitment to providing 20% of the proposed residential dwellings at MLR, encourages economic accessibility and mobility for individuals and families, and promotes the curation of a diverse community. The Proposed Development demonstrates the Applicant's commitment to addressing a critical need within the city's housing market by providing affordable one-bedroom apartments, a typology currently under-represented in central Manchester which has led to an increased pressure for supply.
- 7.6. The current design has been continuously assessed and consulted on to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included pre-application engagement with a range of stakeholders including MCC and a public consultation.
- 7.7. The Proposed Development has been designed to respond to the surrounding area and context and results in a range of economic, social and environmental benefits as outline in Section 6 of this document.
- 7.8. This Planning Statement demonstrates the Proposed Development's conformity with the Development Plan, both in principle and in detail. The assessment in this Planning Statement has shown that the project is in accordance with the development plan when taken as a whole as well as relevant material considerations. Furthermore, the scheme's contribution to economic, social, and environmental objectives has been clearly demonstrated. Therefore, the Proposed Development has a compelling case for approval and merits the full support of the Local Planning Authority.

Appendix A: Site Location Plan



Appendix B: Application Documents

The following documents have been submitted in support of this planning application, demonstrating that proper consideration has been given to environmental factors through the development of the proposals:

Document Title	Document Author
Application forms, Ownership Certificates, Notices, CIL forms etc.	Deloitte
Planning Application Fees	This City
Covering letter	Deloitte
Application Site Boundary and Location Plan	Hawkins Brown
Application Drawings	Hawkins Brown
Accommodation Schedule (within DAS)	Hawkins Brown
Existing Site Plan	Hawkins Brown
CGI Views	Hawkins Brown/ This City
Planning Statement	Deloitte
Statement of Consultation	Deloitte
Topographical Survey	SEP / Atkins Realis
Green and Blue Infrastructure Statement (Appendix C)	Deloitte
Design and Access Statement	Hawkins Brown
Below Ground Radar Assessment	SEP / Atkins Realis
Transport Statement	SK Transport
Framework Sustainable Travel Plan (Appended to Transport Statement)	SK Transport
Heritage Statement	Deloitte
Archaeological Desk Based Assessment	BWB
Flood Risk and Drainage Strategy	Heyne Tillet Steel
Phase 1 and Phase 2 Geo-Technical Reports	Heyne Tillet Steel

Document Title	Document Author
Ecological Assessment	LUC
Ventilation Strategy	Hannan Associates
Operational Energy Report	Hannan Associates
Embodied Carbon Assessment	Atkins Realis
Carbon Pro-Forma	Atkins Realis
Daylight / Sunlight Assessment	GIA
TV Reception Survey	Gtech Surveys
Broadband Connectivity Assessment	Gtech Surveys
Waste Pro-Forma	Hawkins Brown
Framework Construction Management Plan	This City
Viability Statement	Savills
Environmental Standards and Energy Statement (Heat and Energy Network Assessment)	Hannan Associates
Sustainability Statement	Hannan Associates
Noise Assessment	Sandy Brown
Local Labour Agreement: Statement of Intent	This City
Crime Impact Statement	Greater Manchester Police
Fire Statement (Gateway One)	OFR Consultants
Air Quality Report	Noise Air
Affordable Housing Statement (Appendix D)	This City

Appendix C: Green and Blue Infrastructure Statement

Green and Blue Infrastructure

Table C.1 outlines how the Proposed Development responds to the visions and objectives detailed in the Manchester Green and Blue Infrastructure Strategy (GBI Strategy), 2015 as updated in 2022, as well as Policies EN9 (Green Infrastructure) and EN15 (Biodiversity and Geological Conservation) in the Core Strategy. This appendix should be read in conjunction with the Design and Access Statement.

Table C.1: Assessment of Proposed Green and Blue Infrastructure

Objectives established within the GBI Strategy 2022)	Site Response:
Objective 1: Improving the quality and function of green and blue infrastructure	The Proposed Development demonstrates a strong commitment to improving the quality and function of green and blue infrastructure. By redeveloping an unused brownfield site in a central location, the project minimises environmental impact while optimising existing urban space for enhanced green and blue infrastructure. This approach ensures the preservation and enhancement of these valuable assets, rather than encroaching on undeveloped land. Moreover, the influx of new residents drawn to the development will naturally lead to increased utilisation and consequential appreciation of nearby green and blue infrastructure, fostering a sense of ownership and encouraging long-term protection and improvement of these vital resources.
Objective 2: Using appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhood and support the city's growth	The design team has accounted for the implementation of green and blue infrastructure, with landscape architect Re-Form, who have looked at the landscaping of the Proposed Development and Heyne Tillett Steel, who have developed a SuDs strategy, which will include the development of a blue roof. The consideration and proposed integration of blue and green infrastructure demonstratively aligns with objective two, by ensuring that green infrastructure is a key component to new development in Manchester.
Objective 3: Improving access and connectivity for people and wildlife	The Proposed Development's car-free approach, highly accessible location and 100% cycle parking provision demonstrate a clear understanding of objective 3, as the project enables access and connectivity for people via sustainable modes of transport. The Site is a 15-minute walk from Angel Meadow Park, Mayfield Park and Ancoats Green, and a 10-minute walk from Cotton Park. New Islington Marina, a regenerated area, spanning the length of the Rochdale and Ashton Canals, is approximately 525m away from the Site. Residents have access to multiple green and blue infrastructure assets, encouraging access the use and appreciation of these spaces, in alignment with the visions and goals laid out in the GBI Strategy.

Objective 4: Increasing green and blue infrastructure understanding and awareness raising

This City's low carbon initiative extends across all their existing and future projects, and their reputation for providing low carbon housing will encourage a wider understanding and awareness of Manchester's Green and Blue Infrastructure Assets.

An ecological assessment has been submitted alongside this Statement and indicates the absence of protected species and statutory or non-statutory nature conservation sites near the area.

Sites of Special Biological Importance, such as the Rochdale Canal, have been carefully considered during the design development stage, to ensure the Proposed Development causes no harm to them

The Site's proximity to green and blue infrastructure assets, as highlighted in the response to objective 3 will also enhance people's awareness and appreciation of these spaces through their anticipated use of them.

As people grow increasingly concerned with the need to take responsive action to Climate Change, new development needs to be more innovative and sensitively designed to reduce its impact.

Appendix D: Affordable Housing Statement

Affordable Housing

This Affordable Housing Statement has been provided by This City. It sets out This City's proposals for the provision of on-site affordable housing at the Site considering national and local policy. The affordable housing shall meet the definition of affordable housing detailed in Annex 2 of the NPPF, 2024 (or any future, equivalent guidance that replaces it).

This City

As set out earlier in this Planning Statement, This City is a new kind of housing company, owned and run by MCC.

A key ethos that This City will abide by is having a social conscience and providing homes for all. In line with these aims, the new homes within the Proposed Development will be a mix of market housing and homes designated for MLR. The MLR is an amount of rent that is set at or below the Local Housing Allowance level. Market housing will subsidise the provision of the MLR properties, with no requirement for Affordable Housing Programme or similar grant funding.

Affordable Housing Policy

Paragraph 64 of the NPPF (2024) mandates major developments to provide affordable housing, preferably on-site. The national framework emphasises that the specific mix of affordable housing tenures within these developments should directly correspond with the identified housing needs of the local area. The Proposed Development adheres to this national requirement, by proposing the delivery of 25 affordable homes, catering to the increasing demand. The Proposed Development contributes to the objective of MCC's Core Strategy Policy H8 – the provision of affordable housing. Policy H8 states:

"The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing for Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.

- 1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.*
- 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.

3. *Affordable housing units will be inclusively designed to reflect the character of development on the Site.*
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:*
 - *There is a very high level of affordable housing in the immediate area;*
 - *There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;*
 - *Affordable housing would be prejudicial to the diversification of the existing housing mix.*
 - *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;*
 - *It would financially undermine significant development proposals critical to economic growth within the City;*
 - *The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;*
 - *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.*
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.*
6. *The definition used for affordable housing is set out in Annex B of PPS 3."*

The Providing for Housing Choice SPD states:

"The types and size of housing provision suitable for each site will vary and should take account of the housing need of the immediate neighbourhood, the location of the Site relative to services, facilities and public transport; and the type and form of development appropriate to the character of the area [...]"

Development and designs should be 'tenure- neutral', in that the type of tenure could not be deduced from the design, quality, location within the Site, timing of development or by significant difference in the access to services and amenities. In all schemes, the developer must not merely pledge to abide by these objectives but should also give concrete proposals to show how they will be achieved"

Size and Type of Affordable Housing

This City has taken a decision to accommodate a provision of 20% affordable one bed homes on Site. As a result, the proposals are compliant with both national and local planning policy. This City has considered the market demands in the area when selecting the size and occupancy of the affordable units. The proposals have been designed to be wholly tenure blind from the outset.

This report has been prepared for This City MCR Ltd and on the understanding that it will be made publicly available.

Although we have read reports by Hawkins Brown, Atkins Realis, Heyne Tillet Steel, Sandy Brown, Hannan Associates, OFR Consultants, Noise Air, GTech Surveys, GIA, LUC, SEP, BWB, and SK Transport ("the Consultant Reports" we accept no liability or responsibility for the Consultant's Reports and will not be responsible for the technical content.

No party is entitled to rely on the report for any purpose whatsoever and we accept no responsibility or liability for its contents to any party.

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