ASTEER
PLANNING

Supporting Planning Statement

Full Planning Application
Maybrook House, Manchester

On behalf of Deansgate Ventures Limited

June 2026

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Prepared By: Cassy Swain (Senior Planner) and Chris Sinton (Director)

Reviewed By: Jon Suckley (Managing Partner)

Asteer Planning LLP, Calico, 53-55 Mosley St, Manchester M2 3HQ

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1 INTRODUCTION

1.1 This Supporting Planning Statement ('SPS') has been prepared by Asteer Planning LLP ('Asteer') on behalf of Deansgate Ventures Limited, ('the Applicant') in support of a Full Planning Application at Maybrook House, Manchester ('the Site').

The Site

1.2 Maybrook House, shown edged red below, extends to circa. 0.21 hectares and is situated on a prominent corner in Manchester City Centre. It is bound by Deansgate to the east, Blackfriars Street to the north, Parsonage to the west and Parsonage Lane to the south (see **Figure 1**).

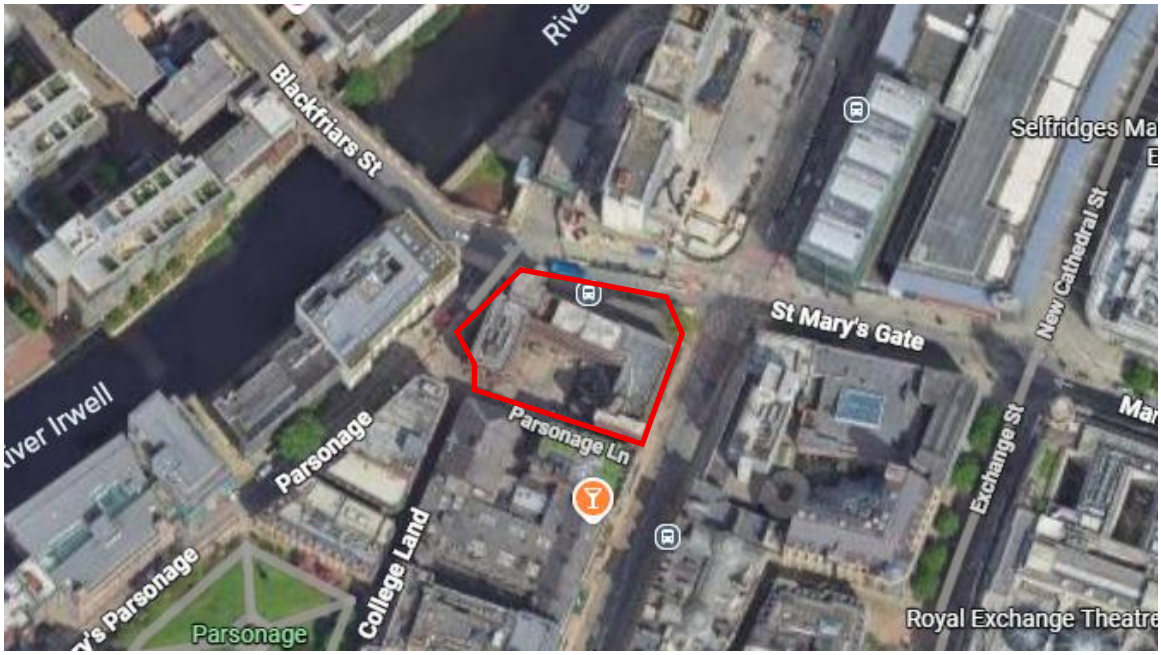


Figure 1: Site Location

1.3 The building has a ground floor, lower ground floor and basement to address the level change across the site with 5 storeys above with a C-shape plan. It is clad in textured pre cast concrete with the base and the vertical circulation clad in red brick. There is an extensive service area in the centre of the plan.

1.4 It comprises a number of existing uses including office, retail, restaurant, café and drinking establishment. The upper floor office space is currently vacant and has been for period of circa. 5 years. Part of the basement space was last used a gym, however, is now also vacant. To the rear of the building is a service yard and a small amount of car parking.

The Proposed Development

1.5 The Applicant is seeking Full Planning Permission for the following development:

"Change of use of basement, part ground and all upper floors from gymnasium, restaurant and office use (Use Class E) to hotel (Use Class C1) together with the erection of a two storey vertical extension, external alterations and other associated works."

1.6 The proposals at Maybrook House comprise:

- Change of use of part basement, part ground and upper floors from Class E to C1.
- Two storey vertical extension.
- The creation of 226 no. standard hotel rooms and 12 accessible hotel rooms equating to 238 hotel rooms in total.
- The hotel rooms are located on floors 1 to 7.
- Bar area and 'Prep' kitchen with reduced extraction requirements on first floor.
- Back of house functions.
- External alterations including window replacement.
- New signage locations/ strategy.
- Car free development.

1.7 The proposed development is described fully in the Design and Access Statement ('DAS') prepared by Jon Matthews Architects ('JMA') and presented on the suite of accompanying plans and drawings.

1.8 This SPS provides a detailed description of the development proposals, and, having regard to Section 38(6) of the Town and Country Planning Act 2004, assesses the proposed development's conformity with the Development Plan, and other material considerations including relevant national planning policy and guidance and regeneration benefits.

The Applicant

1.9 The applicant, Deansgate Ventures Limited, has an established track record in the delivery and management of mixed-use development projects. The Applicant's approach focuses on delivering commercially sustainable schemes that respond positively to their surrounding context while supporting long-term economic activity, investment, and regeneration objectives.

1.10 The proposed development will benefit from partnership with an internationally recognised hotel operator known for its contemporary “lean luxury” model. It combines high-quality, design-led accommodation and strong customer experience with efficient operational management, creating a resilient and commercially sustainable hospitality offering.

1.11 Heads of Terms have been agreed and the parties are aiming to conclude legals over the coming weeks.

Public Consultation and Key Stakeholder Engagement

1.12 The application planning proposals have been developed in consultation with Manchester City Council (‘MCC’) Officers. Comprehensive consultation has also been undertaken by the Applicant with the local community and Ward Members as described fully in the accompanying Statement of Community Involvement prepared by Counter Context and summarised in Section 4 of this Statement.

Environmental Impact Assessment

1.13 The procedures for carrying out EIA of a development project are set out within the EIA Regulations. The Proposed Development would be classified as Schedule 2, Category 10 ‘Infrastructure Projects’, Subsection (b) ‘Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas’.

1.14 The EIA Regulations identify a series of thresholds for Schedule 2 projects to assist with establishing whether the potential for significant environmental effects exists such that an EIA would be required. For ‘Urban development projects’ an EIA may be required if;

- The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- The development includes more than 150 dwellings; or
- The overall area of the development exceeds 5 hectares.

1.15 The site is below the threshold of 5 hectares and does not include more than 1 hectare of urban development which is not dwellinghouse development. The total site area to which this application relates is 0.21 hectares. No residential dwellings are proposed therefore the planning application does not trigger this threshold. Having reviewed the site in the

context of the Proposed Development, the site is not located within a sensitive area as defined by the EIA Regulations, and it is not expected that the proposals will lead to significant adverse effects that require consideration through the EIA process (either alone or in-combination with other developments). As such, no significant adverse effects are anticipated and therefore an EIA is not required.

Supporting Information

1.16 The application is accompanied by a suite of supporting documents, the scope of which has been discussed with MCC Officers through pre-application discussions. The documents submitted in support of this planning application are set out in Table 1 below.

Table 1: List of Supporting Documents

Document	Author
Covering Letter	Asteer Planning
Supporting Planning Statement	Asteer Planning
Application Form, relevant land ownership certificates and application fee	Asteer Planning
Full set of existing and proposed plans (Drawing schedule enclosed at Appendix 1)	JMA Architects
Air Quality Assessment	Redmore Environmental
BNG Exemption Statement	Arbtech
BREEAM Pre-Assessment	Atelier Ten
Draft Construction Management Plan	Edmond Shipway
Crime Impact Assessment	Graphite Security
Daylight and Sunlight Amenity Impact Assessment Report	Proximity
Design and Access Statement	JMA
Drainage Statement	Woolgar Hunter
Preliminary Ecological Assessment	Arbtech
Energy and Carbon Statement incl. Proforma	Atelier Ten Ltd
Framework Travel Plan	SLR
Heritage Statement	Turley
Local Labour Agreement	Deansgate Ventures
Noise Impact Assessment	Atelier Ten Ltd
Review of Commercial Workspace and Refurbishment Viability	OBI
Statement of Community Involvement	Counter Context
Summary of Economic Benefits	Wisher Consulting
Television and Radio Reception Impact Assessment	GTech
Transport Statement	SLR
Ventilation Statement	Atelier Ten
Waste Strategy Report and Waste Proforma	SLR

Structure of SPS

1.17 This Statement is structured as follows:

- **Section 2** - Details the wider regeneration context of the site.
- **Section 3** – Establishes the benefits of the scheme.

- **Section 4** – Describes the application site and its surroundings.
- **Section 5** - Summarises pre-application engagement undertaken with elected members, the local community and officers at MCC.
- **Section 6** - Sets out the details of the proposed development.
- **Section 7** – Provides an overview of the planning policy framework and other material considerations.
- **Section 8** - Assesses the application proposals against relevant planning policy and guidance.
- **Section 9** – Sets out the technical considerations that have been assessed by the planning application.
- **Section 10** – Summarises the SPS and confirms the planning merits of the proposed development.

2 STRATEGIC REGENERATION CONTEXT

2.1 This section describes the City Council's strategic priorities for the City Centre and site specific regeneration context. It demonstrates how the proposed development aligns with MCC's ambitions and will positively contribute to the continued regeneration of Manchester City Centre.

Strategic Policy Context

St Mary's Parsonage SRF (adopted July 2020)

2.2 The site is located within the St Mary's Parsonage SRF (See **Figure 2** below), which is bordered to the north by the Ramada Complex SRF. The St Mary's Parsonage SRF identifies three Character Zones which have been identified as a result of master planning and heritage analysis. The site is located within 'Zone 3 – North Parade' where the SRF supports a mix of uses and identifies a number of key issues and constraints including buildings no longer fit for purpose, a poor streetscape and connectivity and lack of active and vibrant frontages. A key objective of the SRF is to revitalise the area with new architecture, replacing those buildings that are no longer fit for purpose, whilst respecting Listed Buildings.

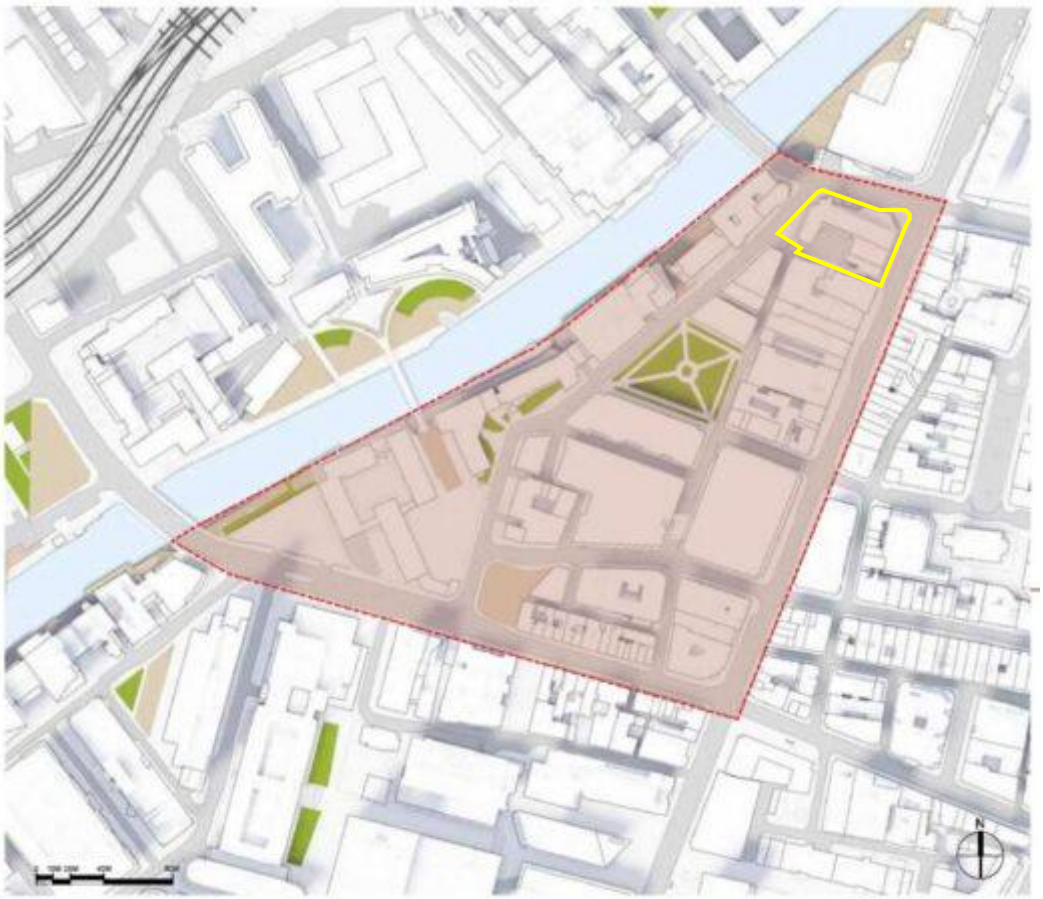


Figure 2: The site (edged in yellow) in the context of the St Mary's Parsonage SRF Area (shaded red)

2.3 The SRF does not identify specific height parameters for the site and recognises that the St Mary's Parsonage SRF area has a varied character and built form which requires a considered and contextually appropriate design response when bringing forward individual development proposals.

2.4 The SRF identifies several pertinent matters, including a lack of cohesive streetscape identity arising from inactive frontages and poor connectivity, alongside inadequate waste and servicing arrangements. The area is also characterised by a dominance of vehicular movement, particularly due to on-street car parking along narrow streets. As a result, there is a clear opportunity to enhance pedestrian and cycle connectivity and to create a more balanced, people-focused environment.

2.5 In terms of uses, paragraph 6.19 notes that:

"The SRF area is ideally located to appeal to top grade hoteliers, for which there is considered to be a shortfall in Manchester. These will have the opportunity to capitalise on the area's assets, central location and positive adjacencies to highly successful parts of the City Centre. High quality 4+ or distinctive hotel offerings will add exponential value to the area, increasing the profile and helping to support a vibrant neighbourhood."*

Greater Manchester Strategy 2025-2035

2.6 Published in July 2025, the Greater Manchester strategy sets out the collective vision for the region for the next decade and highlights that economic and social progress go hand in hand. It sets out Greater Manchester's trajectory as the fastest growing economy in the UK and that between 2018 and 2023, Greater Manchester's visitor economy grew by £3.7 billion and added 22,000 jobs and increased overnight stays by 700,000. This highlights the importance of the hotel and tourism sector in Greater Manchester and the proposals wholly align with maintaining and continuing this growth trend.

Our Manchester Strategy 2025-2035

2.7 The Our Manchester Strategy sets out the city's priorities for the next ten years, following a consultation in spring 2024 where views were gathered from people across the City. The document highlights how much the city has changed socially and economically. The proposed development will contribute positively to supporting a diverse and distinctive economy that supports the night time and tourism economy, in line with the Our Manchester Strategy vision.

Investing in Success: An Economic Strategy for Manchester

2.8 In 2023 Manchester published its economic strategy, which sets out the Council's vision for the next phase of Manchester's evolution, and to emphasise the City's ambition to be at the heart of solving the UK's productivity problem, while meeting its climate commitments. The Strategy seeks to cement Manchester's reputation as an international, outward looking City making it a *"destination of choice for international talent, investors and visitors, contributing to its dynamic and ever evolving character and leading to stronger economic growth and higher productivity"*.

2.9 The strategy highlights the £1.3 billion worth of investment in the City including Manchester Airport, new cultural assets such as the Aviva Studios and Co-Op Live, and sporting provision for which Manchester has a global reputation.

Greater Manchester Strategy for the Visitor Economy 2025-2030

2.10 This document provides a strategic framework for the tourism and visitor economy sector across Greater Manchester and that by 2030, the visitor economy in Greater Manchester will be proudly recognised for its rich contribution to social and cultural life. It identifies accommodation as a key strength to achieving its vision.

City Centre Transport Strategy to 2040

2.11 The Transport Strategy envisions a well-connected, zero-carbon centre at the heart of the North, offering residents, workers and visitors a great place to live, work and play, and getting the right balance between the different ways of travelling. The strategy highlights the importance of reducing car use, and that since 2009 there has been a successful reduction in the number of cars entering the city centre. The scheme aims to contribute to this strategy, for example it is a car-free development in a sustainable, city centre location, and in this way encourages visitors to use the excellent public transport links in the vicinity.

Climate Change Action Plan 2025-2030

2.12 This document sets out one of the 12 priorities for the city over the next ten years is to adapt to a changing climate and rapidly reduce carbon emissions. The Action Plan sets out that specific actions that the Council will take in responding to this priority by 2030, and ensuring it is on track to deliver its zero carbon 2038 target. The three core themes are place and infrastructure; green and circular economy; and people and communities. In terms of building and energy, the strategy identifies the need to reduce carbon

emissions from new developments, and that climate resilience is incorporated into the development and retrofitting of existing buildings and energy infrastructure.

Greater Manchester Night Time Economy Strategy 2022-2024

2.13 This strategy identifies the night time economy as a major part of Greater Manchester's economy, with 464,000 people working in jobs or businesses that are significantly active at night, accounting for 33% of the Greater Mancunian workforce. The Strategy is divided into seven priorities: safety; diversity; workers; transport; national and international partnerships and campaigns; regeneration; and business and sector support.

2.14 Hotels play an important role in supporting the night-time economy by providing accommodation for business and leisure visitors, enabling longer stays and increased participation in Manchester city centre's cultural, leisure, retail, and hospitality offer. In doing so, hotel development supports visitor expenditure, employment generation, and the continued vitality and competitiveness of the city centre economy.

Manchester Hotel Study Report 2024

2.15 Graham + Sibbald produced a Hotel Capacity Study, as part of a city-wide assessment of the hotel market to inform the development of policies in the Local Plan. It found that Manchester's hotel market has undergone significant growth in the last decade, with the supply of hotels in the Core Growth Area increasing by 61% between 2014 and 2024, at the time of writing comprising 14,763 bedrooms. Overall, the study forecasts capacity for 7,618 additional hotel bedrooms in Manchester by 2040, and specifically encourages the development of upscale and luxury hotels as midscale represent 61% of the total bedroom supply.

Strategic Regeneration and Site Context

Manchester City Centre

2.16 Manchester City Centre forms the economic heart of the wider Greater Manchester City Region. Over recent decades, the City Centre has undergone significant transformation, evolving from its industrial origins into a highly successful regional and international business, leisure and visitor destination characterised by high-quality architecture, significant commercial growth and a strong urban identity.

2.17 This is reflected in its economic growth. Greater Manchester is recognised as one of the UK's fastest growing city-regions, with an average annual growth of 3.1% between 2015

and 2023 – around double the national rate during this period[1]. The City Centre Strategy Plan (2015-2018) aims to provide a vision for the city, and recognises the role of Manchester as part of the Northern Powerhouse and its contribution to growing the national economy. Greater Manchester is acknowledged to be a crucial component of this, and it highlights the need to define how growth proposals emerge over the wider City Region.

2.18 The strength of the City Centre economy is further evidenced by the scale of investment and regeneration currently being delivered across Manchester and the city centre. Major mixed-use and commercial-lead regeneration projects including Mayfield, St John's, Victoria North, Circle Square, and ID Manchester collectively represent billions of pounds of investment and the delivery of significant new commercial floorspace, residential development, employment opportunities and retail/leisure floorspace [2] .These developments demonstrate the continued resilience of Manchester City Centre, as a location for investment and its role as an economic driver.

Tourism and Visitor Economy

2.19 Tourism development continues to grow with the delivery of Co-Op Live and Aviva Studios, which only strengthens the need for hotel rooms in the city centre and the city's position as a primary events and conferencing destination[3]. This is evidenced by the City's hosting of notable events including but not limited to the BRIT Awards – the first to be staged outside of London – and the 30th anniversary MOBO Awards which were both hosted at Co-Op Live in February and March 2026 respectively.

2.20 As a result, Manchester is now one of the UK's leading tourism destinations, ranking as the third most visited city after London and Edinburgh [4], with the visitor economy

[1] https://www.greatermanchester-ca.gov.uk/media/dwen3ltn/ifs-gm-economic-growth-paper-web-final-accessible.pdf

[2] Investing in success - an Economic Strategy for Manchester (https://www.manchester.gov.uk/the-council-and-democracy/council-policies-and-strategies/investing-in-success-an-economic-strategy-for-manchester)

[3] Manchester City Council – Economy and Regeneration Scrutiny Committee – 3 February 2026 – An update on the visitor economy and the ABID's work to drive an uplift in overnight stays in the city (https://democracy.manchester.gov.uk/documents/s60522/An%20update%20on%20the%20visitor%20economy%20and%20the%20ABIDs%20work%20to%20drive%20an%20uplift%20in%20overnight%20stays%20in%20the%20ci.pdf)

[4] Manchester City Council – Economy and Regeneration Scrutiny Committee – 3 February 2026 – An update on the visitor economy and the ABID's work to drive an uplift in overnight stays in the city (https://democracy.manchester.gov.uk/documents/s60522/An%20update%20on%20the%20visitor%20economy%20and%20the%20ABIDs%20work%20to%20drive%20an%20uplift%20in%20overnight%20stays%20in%20the%20ci.pdf)

expanding by £3.7 billion between 2018 and 2023, generating approximately 22,000 additional jobs and increasing overnight stays by around 700,000[5].

2.21 This is also reflected within the Greater Manchester Strategy for the Visitor Economy (2025-2030), which identifies tourism, leisure, culture, and major events as fundamental components of Greater Manchester's future growth ambitions. The Strategy seeks to strengthen Greater Manchester's position as a nationally and internationally significant visitor destination through the delivery of major events and enhanced visitor experiences.

2.22 The application site is well positioned to support these wider strategic ambitions. Located within a key gateway position in Manchester City Centre, the Site occupies a highly sustainable and accessible location capable of contributing positively to the continued regeneration and intensification of the City Centre. Its proximity to emerging growth areas, including the wider Manchester City Centre, further reinforces its strategic role, and demonstrates the opportunity for the proposals to contribute not only to the vision and economy of Manchester City Centre but also to the wider cross-boundary growth ambitions of the Greater Manchester Region.

Strategic Role of the Site

2.23 Positioned within close proximity to the River Irwell and the administrative boundary with Salford, the site forms part of a key transitional corridor between Manchester City Centre and emerging regeneration areas beyond. As such, the site occupies an important role within the wider townscape and contributes to perceptions and arrival into the City Centre from the west.

2.24 The site benefits from a highly sustainable and accessible location within walking distance of Manchester's primary commercial, cultural, leisure and retail destinations, as well as extensive public transport links including Victoria Station, Deansgate and the Metrolink, providing connections across the Greater Manchester region as well as the wider North West. The surrounding area is characterised by a broad mix of commercial, leisure, hospitality and residential uses.

2.25 Given its sustainable location, accessibility and relationship to key visitor destinations, the site is considered particularly well suited to hotel accommodation and supporting city

[5] **Greater Manchester Strategy 2025-35 (https://togetherwearegm.co.uk/media/k1kftjiv/greater-manchester-strategy-2025-35_.pdf)**

centre uses. The proposals would therefore contribute positively to the continued growth, vitality and competitiveness of Manchester City Centre.

Regeneration Opportunity

2.26 The site currently comprises an underutilised building in need of refurbishment and investment which makes a limited contribution to the vitality and appearance of the surrounding area and is not of notable architectural merit or significance. Given its prominent gateway location, the site presents a significant opportunity to support the continued regeneration and enhancement of this part of Manchester City Centre.

2.27 The proposed development would bring the building back into active and productive use through the delivery of high-quality visitor accommodation, increasing activity and footfall within the surrounding area and supporting the wider city centre economy. The introduction of an active hotel use would also contribute positively to the vitality of the area throughout the day and evening, supporting Manchester's visitor and night-time economy objectives.

2.28 Importantly, the proposals would achieve these benefits through the retention and refurbishment of the existing building, thereby reducing the environmental impacts typically associated with demolition and comprehensive redevelopment. The reuse of existing built fabric aligns strongly with the Council's wider sustainability and carbon reduction objectives and represents an efficient and sustainable approach to city centre regeneration.

2.29 The proposals therefore represent an opportunity to regenerate a prominent but underutilised city centre site in a manner consistent with the Council's wider economic, regeneration and sustainability ambitions, whilst contributing positively to the ongoing revitalisation of the St Mary's Parsonage area.

Summary

2.30 Manchester City Centre continues to experience significant economic, commercial and visitor growth, reinforced by substantial and diverse investment across the city. The city's continued expansion as a nationally and internationally significant business, leisure and cultural destination has resulted in increasing demand for high-quality accommodation and supporting City Centre uses.

2.31 The Site occupies a prominent gateway location within an area undergoing considerable regeneration and investment. The proposals would support the continued regeneration of

this area, including the St Mary's Parsonage area by bringing an underutilised building back into active use for which there is an identified need, and in a highly sustainable location.

2.32 The following chapter sets out the social economic, and environmental benefits of the proposed development.

3 SCHEME BENEFITS

3.1 Building on the regeneration context in Section 2, this section sets out the benefits of the Scheme. Paragraph's 7 and 9 of the NPPF confirm that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF identifies three overarching and interdependent objectives of sustainable development: an economic objective, to support a strong, responsive and competitive economy; a social objective, to support strong, vibrant and healthy communities; and an environmental objective, to protect and enhance the natural, built and historic environment whilst supporting the transition to a low-carbon economy. These objectives should be pursued in mutually supportive ways to secure positive outcomes across each of the three strands of sustainable development.

3.2 The proposed development represents a sustainable form of development that will deliver a wide range of social, economic and environmental benefits, consistent with the above objectives of the NPPF and the strategic ambitions of Manchester City Council. Wisher Consulting have prepared a summary of the benefits of the scheme which is submitted as part of this planning application and summarised below. These benefits should be afforded significant weight in the determination of the planning application.

Social

3.3 The proposed development would deliver a number of important social benefits, including:

- During the construction phase, the proposals would help create pathways into long term employment within the construction sector through supporting local apprenticeships and traineeships.
- Contributing positively to the vitality and regeneration of Manchester City Centre through the active reuse and refurbishment of an existing building.
- Supporting the objectives of Manchester City Centre's growth and regeneration strategies by reinforcing the role of the City as a vibrant, inclusive and economically active destination with active ground floor uses that contribute to street activity and vitality.
- Supporting the continued diversification of the City Centre economy and helping to strengthen Manchester's visitor, leisure and cultural offer in line with strategic ambitions for a thriving and internationally competitive Regional Centre.

Economic

3.4 The proposed development will provide the following economic benefits:

- Generating significant investment into the Greater Manchester construction sector during the construction phase, representing a £20 million injection into the Greater Manchester construction sector.
- Sustaining approximately 150 full time equivalent construction jobs on and off site, over an 18-month build programme.
- Delivering approximately 60 permanent full time equivalent jobs within the hospitality sector once operational.
- Generating approximately £3.3 million in Gross Value Added (GVA) and £0.5 million of Business Rates annually.
- Supporting Manchester's tourism and leisure economy through the delivery of additional city centre visitor accommodation.
- Supporting the strategic objectives of Manchester City Centre regeneration priorities by enhancing the attractiveness, competitiveness and economic resilience of the city Centre, whilst encouraging further inward investment and increased visitor expenditure.
- Reinforcing the role of the Regional Centre as a key economic driver for Greater Manchester through the productive reuse of a sustainably located existing building.

Environmental

3.5 The following environmental and sustainability benefits would be delivered as part of the proposed development:

- Re-using and refurbishing an existing building, which significantly reduces embodied carbon when compared to a demolition and comprehensive redevelopment. This also supports the principles of resource efficiency, reducing construction waste and demand for new materials.
- Incorporating a range of energy efficiency and low-carbon design measures intended to minimise operational carbon emissions and support the transition towards net zero carbon development.

- Delivering development in a highly sustainable and accessible City Centre location, in close proximity to public transport connections and local amenities, thereby promoting sustainable patterns of movement.

- Aligning with Manchester's strategic objectives for sustainable growth, low-carbon development and high quality placemaking by prioritising the use of brownfield land and sustainable transport accessibility.

- Supporting the creation of an active and attractive street scene that contributes positively to the quality, vitality and viability of the City Centre environment.

Heritage

3.6 The proposed development would deliver a number of heritage and townscape benefits, including:

- Delivering a comprehensive refurbishment of the building resulting in a significant uplift in the architectural quality and appearance of the building, ultimately enhancing the quality of the townscape.

- Improving the relationship between Maybrook House and the adjacent Grade II listed Haywards Building through the removal of visually detracting elements and the introduction of a more coherent and contextual design approach.

- Introducing a more sympathetic colour palette and enhanced architectural articulation that better responds to the surrounding historic townscape and provides a more cohesive backdrop to nearby heritage assets, including the Haywards Building, Barton Arcade and the Royal Exchange.

- Preserving the significance, character and appearance of nearby designated and non-designated heritage assets, with the Heritage Statement concluding that the proposals would have either a neutral or positive effect on surrounding heritage assets and conservation areas.

Summary

3.7 Overall, the proposed development represents a sustainable form of development that accords with the Development Plan when read as a whole and supports the objectives of national and local planning policy, including the strategic ambitions for Manchester City Centre as a vibrant, inclusive and sustainable Regional Centre. The proposals will deliver significant social, economic and environmental benefits through investment, employment

creation, regeneration, sustainable refurbishment and environmental improvements, which should be afforded significant weight in the determination of the application.

4 SITE AND SURROUNDINGS

4.1 This section of the SPS provides a detailed description of the Site's location, characteristics, and accessibility credentials. It provides a description of the Site's current status and physical attributes.

The Site

4.2 Maybrook House, which extends to circa 0.21 hectares in area, is situated on a prominent corner in Manchester City Centre and is bound by Deansgate to the east, Blackfriars Street to the north, Parsonage to the west and Parsonage Lane to the south. Vehicular access to the site is via Parsonage Lane to the rear.

Existing Building

4.3 Maybrook House was built in 1973 and was originally designed as an office building. Its layout, floor heights and building services no longer meet modern occupier requirements. Currently, the building contains circa. 4,400 sqm of office space which have been vacant for several years. Refurbishing the building for office use would require significant investment and would still fail to deliver space that competes with modern officers. As a result, the building risks becoming increasingly obsolete.

4.4 A Review of Commercial Workspace and Refurbishment Viability Report prepared by OBI accompanies this planning application and provides a detailed assessment of the building's continued suitability, or not, as an office. The key features of the building which do not meet current requirements are summarised below:

i. The entrance is limited in size and undersized for the scale of the office building. The office reception is not visible from Deansgate. The existing entrance is also single height and does not provide the size and scale of a lettable refurbished office product.

ii. The building is underprovided in terms of its existing lift capacity – the number and size of the existing lifts would not be able to accommodate peak occupancy in an office building of this size and as such this would impact its ability to lease. Therefore, major structural interventions would be required which would involve losing net lettable floor area and also significant capital expenditure.

iii. The floor to ceiling height is a major restriction to Maybrook House becoming a best in class office refurbishment. The floor to ceiling height is only 2,695mm. The

BCO guidance recommends clear heights of 2,450 to 2,800mm, and modern tenants equate low ceiling heights with inferior workspaces.

iv. The floor plates are also poorly configured for a modern workspace. The floors are too narrow to sub-divide and due to the location of the means of escape, this would not be a viable solution due to the net internal lost to a common area corridor.

v. There is no internal access to the basement, where amenities such as bike storage, showers and changing facilities would typically be located. Significant investment and structural alterations would be required to add internal access to the basement which is not considered viable.

vi. The existing windows are aluminium framed and single glazed, and therefore underperform on acoustics, U-values and air tightness which constrains EPC uplift and occupier comfort.

vii. More WCs would need to be provided to meet modern standards, which would involve a reconfiguration of the main cores and further loss of net internal lettable area.

4.5 In terms of the location, Parsonage Gardens has a significant pipeline of prime new office space, and as such will be well served with best-in-class new build office space. This is a result of the current demand, which now generally revolves around expectations to see significant amenity offerings and sustainability in modern office buildings.

4.6 As such, unless a refurbishment delivers a true 'best-in-class' outcome in terms of ESG, wellness, amenity, and/or service, the asset competes in the weakest demand segment and faces projected voids and financial discounting. The lack of such features at Maybrook House would necessitate sacrificing Net Internal Area to create amenity, further tightening its appraisal.

Designations

Heritage

4.7 The existing building is not listed, however sits within the Parsonage Road Conservation Area. There are several listed buildings within 250m of the site, including:

- Grade II Listed 'Blackfriars Bridge' (List Entry Number: 1279490)
- Grade II Listed 'The Crown Tavern' (List Entry Number: 1386084)

- Grade II Listed 'Haywards Building' (List Entry Number: 1210025)
- Grade II* Listed 'Bartons Building including Barton Arcade' (List Entry Number: 1200850)
- Grade II Listed 'War Memorial (Boer War)' (List Entry Number: 1254462)
- Grade II Listed 'No.16, St Ann's Square' (List Entry Number: 1270795)
- Grade II Listed 'Nos. 18 & 20, St Ann's Square' (List Entry Number: 1247614)
- Grade II Listed 'No.22, St Ann's Square' (List Entry Number: 1247615)
- Grade II Listed 'Royal Exchange' (List Entry Number: 1200826)
- Grade II Listed 'National Buildings' (List Entry Number: 1254470)
- Grade N/A 'One North Parade (former New Exchange Buildings)' (List Entry Number: 1482041)

Flood Risk

4.8 The River Irwell is located approximately 50m to the west of the site, however the site itself is located in Flood Zone 1, where a low probability of flooding is anticipated (less than 1 in 1,000 annual probability).

Nature Conservation

4.9 The site does not contain any ecological designations, including Sites of Special Scientific Interest ("SSSI") or Special Protection Areas ("SPA").

Landscape

4.10 The site is not located in an Area of Outstanding Natural Beauty ("AONB"), or any other area designated for its landscape value.

Air Quality

4.11 The Site is located within the GMCA Air Quality Management Area (AQMA) and as such, there is the potential for vehicles travelling to and from the site to increase pollution levels in this sensitive area. This has been considered throughout the assessment.

Surrounding Area

4.12 The surrounding area has undergone significant transformation in recent years, evolving into a mixed-use quarter characterised by high-density commercial, residential, and leisure development, with active retail frontage.

4.13 To the north, beyond Blackfriars Street, lies the wider Renaissance development area and Manchester Cathedral, where a number of large-scale regeneration projects have been brought forward. To the east, Deansgate forms one of Manchester's principal commercial corridors, connecting the site to St Annes Square and the wider retail and business core of the City Centre.

4.14 As described in the accompanying DAS (pg. 8-10), the area immediately surrounding the Site is characterised by buildings of varied scale, height and architectural style, and land uses surrounding the site are diverse and include offices, retail, and leisure which contribute to the active commercial character of the area throughout the day and evening.

Accessible and Sustainable Location

Walking and Cycling

4.15 The site has a very good level of accessibility in terms of immediate access to a variety of public transport modes, as well as the road network. The site is located within easy walking and cycling distance of key services and facilities provided in the City Centre, including Victoria and Piccadilly train station, Market Street shopping precinct and the business district. Market Street, within approximately 300 metres of the site, is one of the main shopping areas in Manchester and is home to Marks and Spencer's, as well as the Arndale Centre which contains a multitude of high street shops and services.

4.16 There are footways provided on Blackfriars and Deansgate, along with pedestrian crossing facilities, with the City Centre to the east being largely pedestrianised.

4.17 In terms of cycling, the catchment for the Site within a 5km journey (representing a 20 minutes leisurely cycle ride), encompasses the whole of Manchester City Centre including but not limited to Old Trafford, Salford, Ancoats, and Chorlton. The Site is also adjacent to cycle routes on Deansgate which have recently been enhanced as part of the Bee Network proposals. To the west of the Site, there are also cycle routes on Chapel Street and Leftbank.

Public Transport

4.18 Exchange Square Metrolink is located 350 metres to the north west of the site and provides access to the Tram network. The Metrolink offers high-frequency services across Greater Manchester, connecting Manchester Airport in the south with Rochdale and Bury in the north, Ashton-under-Lyne and Oldham in the east to Eccles in the West and Altrincham and East Didsbury in the south with the City Centre.

4.19 There are also a number of bus stops along Deansgate providing services to destinations across Manchester, including the surrounding suburbs as well as the wider Greater Manchester area, providing excellent local and regional connectivity. Manchester Victoria Train Station is located 500 metres to the north of the site. This station provides direct, regular services across the country, including Leeds, Liverpool and Newcastle.

4.20 In addition and directly outside the entrance, there is a 'Free Bus', which is a free of charge bus service linking all the main destinations across Manchester City Centre. This gives the Site quick and convenient public transport connections to all mainline railway stations, car parks and retail centres.

Parking

4.21 As set out in the accompanying Transport Statement, the proposed hotel will be a car-free development. A service yard is provided at the rear of the building, which is associated with the retail/leisure uses in the building. A covered cycle store is being retained in the service yard.

4.22 Public car parking is available at various locations in Manchester City Centre near to the site if it is required, including:

- Manchester Deansgate Car Park – 1 minute walk from the Site
- APCOA King Street West – 4 minute walk from the Site
- NCP Manchester Spinningfields – 10 minute walk from the Site
- APCOA Manchester Arndale – 10 minute walk from the Site

Deansgate Improvements

4.23 Manchester City Centre is currently benefiting from major investment in public transport infrastructure which will serve to further enhance the accessibility of the site as well as

accelerating economic growth across Greater Manchester. The vast transport transformation occurring in and around the City Centre and across Greater Manchester will provide many benefits not only to passengers, but to the city's sustainability, access to employment and the wider economy.

4.24 Recent improvements have been completed on Deansgate, as part of the Deansgate and Whitworth Street West Active Travel improvements, which delivered segregated cycle lanes, enhanced controlled pedestrian crossing, and street furniture to create a continuous, linked-up, active-travel corridor from the Chester Road roundabout. The proposals will therefore benefit from these improvements which now serve the Maybrook House Site.

Relevant Planning History

4.25 A search of Manchester City Council's ("MCC") online planning register has identified a number of planning applications at the site. Those of relevance are set out in Table 2 below.

Table 2: Relevant Planning Applications on the Site

Reference	Description of Development	Decision
120282/FO/2018	Change of use of basement from nightclub to gymnasium (Use Class D2) together with installation of 6 no. replacement air conditioning units on rear elevation at ground level, installation of new timber to access steps to basement off Blackfriars Street and landscaping to external basement void area	Approved December 2018
095279/FO/2011/C1	Use of the part ground, first and second floors as a restaurant (Use Class A3) with ancillary bar at ground floor level, as an extension to the restaurant use approved as part of application reference 093150/FO/2010/C1 at part ground and 1st floor.	Approved May 2011
093150/FU/2010/C1	Change of use of the ground floor of unit 3 from retail (Use Class A1) to a cafe (Use Class A3) and change of use of the first floor from offices (Use Class B1) to a restaurant (Use Class A3) including creation of a separate entrance to the ground floor use and installation of external plant on the first floor roof	Approved September 2010
089896/FU/2009/C1	Change of use to nightclub with ancillary drinking and restaurant facilities	Approved October 2009
078461/FU/2006/C1	Proposed change of use from A1 to A3/A5 (mixed cafe and take away), on ground floor and A1 (mini-market) on the basement floor,	Approved June 2006

	together with shopfront alterations to provide new access and remove advertising panels	
064735/FO/CITY1/02	Extension of existing use and elevational alterations to Parsonage elevation	Approved May 2002

Summary

4.26 The site comprises a 1970s 5–6 storey building in Manchester City Centre, which is an office and ground floor retail/leisure building with vacant upper floors. It occupies a prominent corner location at Deansgate and Blackfriars Street.

4.27 It lies within the Parsonage Garden Conservation Area and is surrounded by a number of listed buildings, reflecting a sensitive historic context. The River Irwell is nearby, but the site is in Flood Zone 1 and has no ecological or landscape designations.

4.28 The area is a vibrant mix of commercial, cultural and leisure uses, including nearby St Ann's Square and Manchester Cathedral. The site benefits from exceptional public transport accessibility, with Metrolink, bus and rail connections all within walking distance, and as such is well placed within Manchester's wider sustainable transport network.

4.29 Overall, the accompanying report by OBI provides an overview of the office market in Manchester, which identifies that there is a falling demand for office buildings lacking a strong inventory of building amenity and ESG credentials. i.e. non-prime office buildings, such as Maybrook House, which are experiencing longer void periods.

5 PRE APPLICATION ENGAGEMENT

5.1 The section summarises the community consultation undertaken by the Applicant together with an overview of engagement with MCC Officers in advance of submitting the Planning Application. Counter Context have also prepared a comprehensive Statement of Community Involvement ('SCI') which should be read in conjunction with this chapter.

Engagement with Elected Members

5.2 Prior to the launch of the community consultation, an email was issued to the three councillors representing the Deansgate ward: Councillor Joan Davies, Councillor Marcus Johns and Councillor Anthony McCaul. The email provided an introduction to the proposals and the consultation and offered a briefing session with the Applicant's team. Councillor Johns responded to thank the team for the email and confirmed that he had no comments at that juncture.

5.3 Following the local elections in early May, a separate briefing was held with Councillor Sarah Wakefield on Wednesday 27th May to present the proposals and to answer any initial questions about the scheme.

Community Consultation

5.4 As described in the accompanying SCI prepared by Counter Context community consultation activities ran from Friday 27 March until Thursday 16 April 2026. This included the delivery of consultation postcards to 1,114 addresses, a consultation website and press releases. A total of 24 no. responses were received to the consultation (23 no. online and 1 no. email). Comments focussed on the following key themes:

i. Design, particularly in relation to the proposed colour palette and design ambition;

ii. Traffic, as result of recent layout changes to Deansgate and Blackfriars; and

iii. Support for re-use of an existing building/ hotel use.

5.5 Following the consultation process, the design has been further evolved and refined. This includes the introduction of a lighter colour palette and an enhanced level of articulation and detailing, which is fully addressed within the accompanying DAS.

5.6 The design places a strong emphasis on sustainability, as the retention and repurposing of the existing building has a much lower environmental footprint (particularly in terms of

embodied carbon) than would have been the case if the existing building had been demolished and rebuilt.

Engagement with MCC Officers

5.7 A series of pre-application meetings have been held with MCC Planning Officers on 9th October 2025, 19th March 2026 and 27th May 2026. During these meetings the Applicant's design team presented and discussed the evolving scheme proposals with Officers and agreed requisite information to be provided with the planning application, including justification for the conversion and refurbishment of an existing office to hotel use. Comments received from Officers in respect of the design and signage strategy have informed the proposals for which planning permission is sought.

5.8 The following chapter describes the proposed development.

6 PROPOSED DEVELOPMENT

6.1 This chapter describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development is described fully in the accompanying DAS prepared by JMA and presented on the accompanying application drawings.

6.2 As noted above, the application proposals have been developed in consultation with MCC Officers and other key stakeholders.

Proposed Development

Description of Development

6.3 The planning application is submitted in full. The description of development is as follows:

> *"Change of use of part basement, part ground and all upper floors from gymnasium, restaurant and office use (Use Class E) to hotel (Use Class C1) together with the erection of a two storey vertical extension, external alterations and other associated works."*

6.4 The key elements of the proposed development are as follows:

- Change of use of part basement, part ground and upper floors from Class E to C1.
- Two storey vertical extension.
- The creation of 226 no. standard hotel rooms and 12 no. accessible hotel rooms equating to 238 hotel rooms in total.
- The hotel rooms are located on floors 1 to 7.
- Bar area and 'Prep' kitchen with reduced extraction requirements on first floor.
- Back of house functions.
- External alterations including window replacement.
- New signage locations/ strategy.
- Car free development.

6.5 The Applicant is having detailed commercial discussions with an international hotel operator which provides a 'lean luxury' offering characterised by affordability, smart design and efficient operation. Heads of Terms have been agreed and the parties are aiming to conclude legals over the coming weeks.

6.6 Existing occupiers, including Tesco, Trailfinders, The Liquor Store and La Vie Café, will remain as part of the proposals. Part of the existing basement (formerly a gym), Cosmo

restaurant (part ground and first floor) and the vacant upper floor offices spaces will all be converted to hotel use.

6.7 Details of the proposed development are described in the following sections and set out in the accompanying DAS.

Use and Amount

6.8 The proposed use for most of the building is hotel (Use Class C1), and the proposals will provide 226 hotel rooms and 12 wheelchair accessible hotel rooms, which meets the 5% requirement of Approved Document Part M.

6.9 The basement and ground floor levels will be partially changed to a hotel use to accommodate this, and some uses will be retained including retail uses.

6.10 The retail units that are currently occupied by Tesco, Trailfinders, La Vie Café and The Liquor Store will remain unaffected. The corner entrance for the existing Cosmo will become a standalone commercial unit.

6.11 It is proposed to change the use of the building from office to hotel, along with ancillary bar and restaurant uses. The quantity of the proposed development is set out in the below schedule of accommodation and in the accompanying DAS.

Table 3: Floorspace Quantities

Floor	Proposed Vertical Extension GEA		Hotel GIA	
	M^2	Ft^2	M^2	Ft^2
Basement			547	5,888
Lower Ground			67	723
Ground			230	2,476
1st			1,196	12,874
2nd			989	10,646
3rd			989	10,646
4th			989	10,646
5th			989	10,646
6th	1,105	11,894	989	10,646
7th	1,105	11,894	989	10,646
8th	180	1,938	139	1,496
TOTAL	***2,390***	***25,726***	***8,122***	***87,427***

6.12 The first floor will be the hotels front of house, back of house and some hotel rooms and the remainder of the hotels back of house provision will be at the ground floor opening into the service yard.

6.13 As set out in the quantities in Table 3, two storeys are to be vertically added to the building to increase the accommodation capacity of the building, which reflects the market need, the increasing scale of the city and the need to increase density to maximise the efficient use of land.

Scale and Massing

6.14 The site sits at a key junction of Deansgate and Blackfriars Street. The existing building comprises a ground floor, lower ground floor, and basement to address the level change across the site, with 5 storeys above. It is proposed to extend the building vertically by another two storeys to increase the accommodation capacity of the building.

Layout

6.15 The accompanying DAS sets out how the proposed building will operate in terms of layout, and that the level change across the site (high point on Deansgate, sloping down Blackfriars St to the River Irwell) presents opportunities to locate heavy plant in the basement, and maintain the active frontage to all the outward facing spaces at street level.

6.16 The main entrance to the hotel will be from Blackfriars Street where the current office entrance is as this is where the main vertical circulation core is located. The lifts will take guests up to the first floor reception.

6.17 The DAS and accompanying plans pack sets out how the rooms are arranged to follow the existing buildings form with a central corridor.

Appearance and Materiality

Existing Façade

6.18 The appearance of the building has been carefully considered and informed by the site context and re-use of the existing building, with the overarching design principle being to improve the building's visual appearance.

6.19 The proposals encompass a façade retention as the cladding is a structural component to the building, and therefore cannot be removed without significant costly interventions.

6.20 To improve the visual appearance of the building and its context the concrete and brick is to be painted a neutral with a warm tone and light colour to reference the Portland stone. The brick base is to be painted a dark grey to ground the building and reference the historic buildings distinct base. The brick will be hand painted with a variety of tones

to retain its appearance as brick work. The paint will be produced by Keim or equivalent which has 15-20 year warranty & lifespan. There is a wide variety of choice with any RAL colour achievable.

Terracotta Screen

6.21 A new terracotta screen is proposed around the first floor. It is intended to be a primary element that combines and simplifies the chamfered concrete, the white timber service zone and the punched windows. The terracotta will include individual curved profiles of 75mm deep x 125mm wide and fixed back to bracket system that will be painted a dark grey to match the dark grey painted concrete and service run behind. The curves will soften its appearance whilst the glaze will reflect light in different ways and keep the screen clean. It will be a thin glaze so the terracotta can still be read as a natural material.

Vertical Extension

6.22 The two storeys to be added to increase the accommodation of the building will be a simple glazed curtain walling system, the simplicity of which will further aid the design concept to calm the busy complexity of the existing building. The sixth floor will be a pre cast concrete façade to match the existing lower floors and provide a well-proportioned ‘crown’,

6.23 The top floor will be a simple capless curtain walling system with neutral tinted clear glass into the rooms and in front of a ‘shadow box’. The shadow box is a system that has an air gap between clear glass and a solid panel behind which gives the system a visual depth. Solid panels are required to hide the walls behind and to reduce overheating. The top floors of the stair towers will be clad in an anodised metal panel to continue the solidity of the brick elements below.

Windows

6.24 It is proposed to replace the windows and doors, to improve thermal efficiency, with thermally broken double glazing. The windows will break up the existing mass of the building, through punched hole windows. It is proposed to implement metallic PPC fixed slimline window with neutral tinted glass.

Access and Servicing

6.25 The DAS sets out how the proposals provide step free access from the main entrance on Blackfriars Street to all amenity, back of house space and rooms on the upper floors.

6.26 Vehicular access to the site is from Parsonage with level access into a clear service yard. Servicing space will be provided on site to the southeast of the building. The building will house a recycling and refuse store for the hotel at ground floor level. The refuse store is located within the service area and a goods lift on each floor will bring waste down to the store. Refuse collection can be handled on site and within the service yard. No bins will need to be brought or stored at the road side. The service yard can accommodate the turning circle.

6.27 Linen and other supplies will be delivered and handled on site with a dedicated access via the service yard and service lift to the upper floors. For this reason the fence boundary will be extended to encompass the service entrance onto Parsonage Lane.

6.28 This is set out in more detail in the accompanying Servicing and Waste Management Statement.

Signage

6.29 As set out in the accompanying DAS and plans pack, MCC's Shopfront and Signage Guide will be followed by the hotel as the primary tenant, the details of which are to be agreed in a separate Advertisement Consent application with MCC.

6.30 The proposed signage zones and shopfront design are shown on the elevations and are to consist of the following types:

- The projecting illuminated signage will match the design principals as shown in the shopfront strategy but will be larger and a vertical format similar to Mollies on Quay Street.
- High level illuminated signage fixed to the brick facade consisting of individual letters describing the operator's name and providing clear direction to the hotel entrance door for guests. The signage will be white.
- Low level illuminated signage fixed to the brick facade consisting of individual letters describing the operator's name to enliven the otherwise blank brick wall.
- Illuminated signage totem behind the glass facade in the entrance.

Summary

6.31 Overall, the proposed redevelopment of Maybrook House will deliver the beneficial reuse of an increasingly obsolete office building in a highly sustainable city centre location. The proposals will provide a high-quality hotel development that supports the continued growth and regeneration of Manchester City Centre, whilst retaining existing active commercial uses at ground floor level. Through sensitive refurbishment, façade enhancements and a modest vertical extension, the scheme will improve the appearance, functionality and environmental performance of the building, ensuring its long-term viable use and contribution to the surrounding townscape.

7 PLANNING POLICY FRAMEWORK

7.1 This section of the SPS sets out the key planning policies at the national and local level which are relevant to the determination of the planning application. The application proposals are evaluated in the context of the relevant policies identified in the subsequent section of the SPS.

The Development Plan

7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan, unless material considerations indicate otherwise.

7.3 The relevant adopted Development Plan Documents ('DPD') for the area include:

- Places for Everyone ('PfE') Joint Development Plan Document (2024)
- Manchester Core Strategy 2012-2027 (2012)
- Saved Policies of the Manchester Unitary Development Plan ('UDP') (1995)

7.4 Policies of specific relevance to the proposed development are set out below. A full schedule of planning policies is enclosed at **Appendix 2**.

Policy Designations

7.5 In accordance with MCC's Interactive Proposals Map the site is designated under the following policy allocations:

- Parsonage Garden Conservation Area (Policy CC9)
- Primary Economic Development Focus: City Centre and Fringe (Core Strategy Policy CC1)
- City Centre Primary Shopping Area (Core Strategy Policy CC2)
- Regional Centre (Core Strategy Policy EC3)

Places for Everyone Joint Development Plan (2024)

7.6 Places for Everyone (PfE) Joint Development Plan Document was adopted in March 2024 by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of

the nine districts. The relevant planning policies are listed in **Appendix 2**, and those of particular relevance are set out below.

Principle of Development

7.7 **Policy JP-Strat1: Core Growth Area** protects the economic role of the Core Growth Area. It highlights that the City Centre plays a key role in offering a large range of employment, shopping, leisure and tourism opportunities.

7.8 This is elaborated on further in **Policy JP-Strat2: City Centre** which sets out that this area will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, and that development will generally be high density.

7.9 **Policy JP-J2: Employment Sites and Premises** aims to protect existing employment areas that are important to maintaining a strong and diverse supply of sites from redevelopment to other uses. This includes local employment areas as well key growth locations.

7.10 **Policy JP-P2: New Retail and Leisure Uses in Town Centres** sets out that the upper levels of the hierarchy of centres for retail and leisure uses will be maintained and enhanced. Manchester City Centre is at the top of the hierarchy. The Policy states that appropriate large-scale retail and leisure development will be accommodated within the centres in the upper levels of the hierarchy.

Sustainability and Energy

7.11 **Policy JP-S1: Sustainable Development** aims to help tackle climate change by maximising the economic, social and environmental benefits and utilise sustainable construction techniques. The policy emphasises the importance of utilising brownfield land and vacant buildings to meet development need.

7.12 **Policy JP-S2: Carbon and Energy** sets out the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions. This will be supported through a range of measures including promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy.

7.13 **Policy JP-P1: Sustainable Places** seeks to ensure that development contributes towards creating attractive, inclusive, resilient and sustainable places across Greater Manchester. Development should respond positively to local character, heritage and landscape, whilst

delivering high quality design, safe and accessible environments, and strong connections to infrastructure, public transport, walking and cycling networks. Proposals should promote social inclusion, health and wellbeing, environmental sustainability, resource efficiency and climate resilience, alongside providing functional, adaptable and durable development with high quality green infrastructure and public realm. Development should also support local services and amenities, create legible and well-connected places, and provide comfortable environments with a high standard of amenity for all users.

Heritage

7.14 **Policy JP-P2: Heritage** aims to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Manchester Core Strategy (2012)

7.15 The Core Strategy 2012 - 2027 was adopted by MCC on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.

Principle of Development

7.16 **Policy EC 1 Employment and Economic Growth in Manchester** outlines that a minimum of 140ha of office space (Use Class B1a) will be developed between 2010-2027, and identifies Manchester City Centre as a key location for major employment growth. The Council will, in addition to this, support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities.

7.17 **Policy EC 2 Existing Employment Space** states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will be supported where it can be demonstrated that:

- *The existing use is un-viable in terms of business operations, building age and format;*
- *The existing use is incompatible with adjacent uses;*

- *The existing use if unsuitable for employment having had regard to the Manchester-Saford-Trafford SFRA; or*
- *On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.*

7.18 **Policy EC 3 The Regional Centre** encourages development for employment generating uses in the Regional Centre, including offices and other commercial development.

7.19 **Policy CC 1 Primary Economic Development Focus: City Centre and Fringe** states that the City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre and the fringe, a variety of high-quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The policy also states that developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.

7.20 **Policy CC 4 Visitors – Tourism, Culture and Leisure** focuses culture and leisure in the City Centre. Development in the City Centre which improves facilities for visitors will be promoted, and the policy highlights that hotels have become an increasingly important use across the City and will therefore be particularly important in the City Centre. As such, new hotel development which contributes to the quality of the City Centre hotel offer will be supported.

7.21 **Policy CC 7 Mixed Use Development** sets out that the City Centre presents the most viable opportunities for mixed-use development and that in general, these will be promoted as a means of using land as efficiently as possible.

7.22 **Policy CC 8 Change and Renewal** identifies the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character.

7.23 **Policy C 10 Leisure and the Evening Economy** sets out that new development and redevelopment that supports the evening economy will be permitted subject to 1. Cumulative impact; 2. Residential amenity; 3 Balance.

Design

7.24 **Policy EN 1 Design Principles and Strategic Character Areas** expects all development in Manchester to follow the seven principles of urban design, as identified in national planning guidance. With regards to the City Centre Character Area, it is set out that this contains a *"rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities".*

Heritage

7.25 **EN 3 Heritage** encourages *"development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, the setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains".*

Sustainability and Energy

7.26 **Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** seeks to *"reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:*

- *All development must follow the principle of the Energy Hierarchy, being designed:*
    - *to reduce the need for energy through design features that provide passive heating, natural lighting and cooling*
    - *to reduce the need for energy through energy efficient features such as improved insulation and glazing*
    - *to meet residual energy requirements through the use of low or zero carbon energy generating technologies*

- *Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.*

- *Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.*

- *Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.*

- *The use of building materials with low embodied carbon in new development and refurbishment schemes."*

7.27 **Policy EN 5 Strategic Areas for low and zero carbon decentralised energy infrastructure** considers a number of strategic areas to have a major role to place in achieving an increase in the level of decentralised, low and zero carbon energy supplies available in Manchester, such as the Regional Centre.

7.28 **Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies** requires development over 1,000 sq.m to meet the below requirements as a minimum, unless this can be shown not to be viable.

Target	% Minimum requirement
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible, a 15% increase on Part L 2010
Target 2: Electricity intense buildings (Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO2/m2))	+10%increase on Part L 2010
Target 3: Micro generation area	+15% increase on Part L 2010

7.29 **Policy EN 8 Adaptation to Climate Change** expects all new development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

'Extant' Policies of the Unitary Development Plan (1995)

7.30 **UDP Policy DC18 Conservation Areas** gives particularly careful consideration to development proposals within Conservation Areas, seeking to preserve and enhance their character.

Other Material Considerations

7.31 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:

- National Planning Policy Framework ('NPPF')
- National Planning Practice Guidance ('NPPG')
- Draft NPPF
- The Emerging Manchester Local Plan
- Supplementary Planning Guidance and Documents ('SPGs' and 'SPDs')

National Planning Policy Framework ('NPPF') (2024)

7.32 The revised National Planning Policy Framework ("NPPF") was published in December 2023 and December 2024. The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications.

Achieving Sustainable Development

7.33 Paragraph 8 sets out the three overarching objectives to achieve sustainable development in the planning system, as follows:

a) ***An economic objective*** *- to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

b) ***A social objective*** *– to support strong, vibrant and health communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well-being; and*

c) ***An environmental objective*** *– to protect and enhance out natural, built and historic environment; including making effective use of land, improving biodiversity; using natural resources prudently; minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

7.34 **Paragraph 11** sets out that decisions should apply a presumption in favour of sustainable development, which means approving proposals that accord with the development plan without delay.

Building a Strong, Competitive Economy

7.35 **Paragraph 85** states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

Making effective use of land

7.36 **Paragraph 124** states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

7.37 **Paragraph 127** sets out that planning policies and decisions need to reflect changes in the demand for land, and should be informed by regular reviews of both the land allocated for development in plans, and of land availability.

Conserving and enhancing the historic environment

7.38 **Paragraph 207** requires applicants to describe the significance of any heritage assets affected by proposals, including any contribution made by their setting.

7.39 **Paragraph 208** states that LPA's should identify and assess the particular significance of any heritage asset that may be affected by a proposal, taking into account the available evidence and any necessary expertise.

7.40 **Paragraph 215** states that, where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Draft NPPF (December 2025)

7.41 The Government published a draft revised NPPF in late 2025 for consultation. Whilst the document currently holds limited weight in decision making as it is not yet formally adopted, it is a material consideration insofar as it provides a clear indication of the current Government's intended policy direction. In particular, the draft NPPF places significant emphasis on the role of the planning system in supporting sustainable economic growth, investment and regeneration, with a continued focused on the efficient use of previously developed land within highly accessible urban locations.

7.42 The draft reinforces the Government's objective of using the planning system proactively to boost productivity and stimulate economic growth. In this regard, the emerging direction of national policy is strongly supportive of proposals which contribute towards economic activity, employment generation, tourism and the continued growth and regeneration of Manchester City Centre. Those of relevance are outlined below.

Sustainable Development

7.43 **Draft Policy S3: Presumption in favour of sustainable development** applies a presumption in favour of sustainable development and that S4 should be applied when considering proposals within settlements.

7.44 **Draft Policy S4: Principle of development within settlements** states that proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects.

Meeting the Challenge of Climate Change

7.45 **Draft Policy CC2: Mitigation of climate change** sets out that in order to contribute to climate change mitigation and the transition to net zero, development proposals should where relevant be located where a genuine choice of sustainable transport modes exists; support food access to facilities to limit the need to travel; use design approach to conserve energy; and take advantage of opportunities to re-use existing structures and materials.

Building a strong, effective economy

7.46 **Draft Policy E2: Meeting the need for business land and premises** supports business growth, by giving substantial weight to the economic benefits of proposals for commercial development which allow businesses to invest, expand and adapt – especially where this would support the economic vision and strategy for the area. The policy also gives substantial weight to market signals indicating an undersupply of specific types of land or premises.

Ensuring the vitality of town centres

7.47 **Draft Policy TC2: Development in town centres** applies substantial weight to the benefits of supporting the overall vitality and viability of the centre, including where this can be achieved through the diversification of uses.

Making effective use of land

7.48 **Draft Policy L2: Making effective use of land** sets out that substantial weight should be given to the benefits where a development proposal would achieve making better use of vacant and under-utilised land and buildings; and/or making effective use of previously developed land and buildings.

Conserving and enhancing the historic environment

7.49 **Draft Policy HE5: Assessing effects on heritage assets** states that proposals should be accompanied by an assessment of the significance of the assets affected and of the potential effect on their significance and decision makers should be satisfied that this assessment accurately reflects the effects on heritages assets caused by the proposals.

7.50 **Draft Policy HE6: Proposals affecting designated heritage assets** stats that proposals having a positive effect on designated heritage assets should be approved.

The Emerging Manchester Local Plan

7.51 MCC is undertaking a review of the Core Strategy and the Saved Policies of the UDP. The first stage of consultation on the Local Plan Issues document was consulted upon between 7th February 2020 and 1st May 2020, with the Draft Manchester Local Plan Consultation (Regulation 18) Consultation taking place in September - November 2025.

7.52 The emerging Manchester Local Plan (September 2025) highlights the importance of retail, leisure and cultural provision throughout the City Centre which provides services to

those living, working and visiting. This sector also employs significant numbers, attracts tourists and contributes to the international brand of the City. This helps to define the character of the City, contributing to place making and to bringing people and activity into all areas of the City Centre including regeneration areas.

7.53 Key cultural and sporting assets in Manchester that continue to boost the City's global reputation and drive the hospitality industry include Enterprise City, Aviva Studios (the new venue and home to the Manchester International), Sportcity, City of Manchester Stadium, Co-op Live Arena and AO Arena among many others.

7.54 Food, drink and hotel provision for City break visitors play a key role in supporting the function of the City Centre, and in driving footfall and activity, particularly helping to support the evening economy. To this end, the Core Strategy and draft policies in the emerging Local Plan seek to maximise the City's economic growth, ensuring visitors can stay in the City for as long as they want to.

7.55 The Plan is at an early stage and holds limited weight, however the relevant policies for consideration are included below.

Principle

7.56 **Draft Policy SGL 2** states that the City Centre will remain the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester to 2040. Development which contributes to its role as a major visitor destination of national and international significance will be encouraged.

7.57 **Draft Policy SGL 3** sets out where major development will be focused. St Mary's Parsonage is included in the policy, which sets out that proposals will be expected to consider the setting of iconic buildings such as Kendal's and relate positively to the River Irwell by providing views and access, where appropriate. Proposals will be expected to consider the reuse of suitable buildings, including Listed Buildings and those contributing positively to the character of the area.

Economy

7.58 **Draft Policy EC 2** states that within designated Economic Development Areas, plans for upgrading, refurbishment and redevelopment of existing office premises and sites will be supported provided that proposals facilitate the retention of existing businesses, attract new businesses and / or protect or create new jobs.

7.59 **Draft Policy EC 3** states that development within existing employment areas for alternative uses will only be permitted where it can be demonstrated with evidence that:

a) The development relates to ancillary services which will support the employment area by making it more sustainable, viable and/or attractive;

b) The site is no longer suitable or viable for employment uses and does not contribute to the City remaining competitive;

c) The proposal will not undermine the viability of existing employment uses in close proximity to the site; or

d) The alternative use is in accordance with, and offers greater benefits to, the Local Plan vision and objectives and does not undermines its overall Spatial Strategy.

Sustainability

7.60 **Draft Policy ZC 1** requires all new development to support sustainable development where possible, through including the reuse and/or refurbishment of existing buildings; adopting the principles of the energy hierarchy; and encouraging walking, cycling and the use of public transport.

7.61 **Draft Policy ZC 2** expects new development, unless it can be demonstrated that it is not practical or financially viable, to achieve net zero targets for residential and commercial development. For non-residential proposals, this means proposals should achieve a site average space heating demand of around 40kWh/m^2/yr and a site average total energy demand of 70kWh/m^2/yr.

Supplementary Planning Guidance and Documents

7.62 Supplementary Planning Documents (SPDs) provide additional guidance and detail to support the interpretation and implementation of policies contained within the statutory development plan. Whilst SPDs do not form part of the development plan and cannot introduce new planning policy, they are material considerations in the determination of planning applications.

7.63 Manchester City Council has adopted a number of SPDs and planning guidance documents, the following are of particular relevance to this planning application:

- Guide to Development in Manchester (April 2007)
- Shopfront and Signage Design Guide

Guide to Development in Manchester (April 2007)

7.64 The Guide to Development in Manchester seeks to provide guidance which will help to develop and enhance an environment within Manchester that is visually attractive, has a unique and positive sense of place and that properly caters for the functions which it accommodates both now and in the future. The advice covers the following issues: design; accessibility; environmental standards; street hierarchy; parking guidelines; housing density; promotion of a safer environment; design for health; and, internal design principles.

Manchester City Council Shopfront and Signage Design Guide

7.65 This document sets out best practice for shopfronts and signage design across the City in order to promote positive change in the context of its urban environment. The document aims to ensure that commercial frontages contribute positively to the character, appearance and vitality of the city's streets and public spaces, particularly within sensitive historic and city centre environments.

7.66 The document promotes high quality design that respects the architectural character of surrounding buildings, encourages visual interest and transparency at street level, and avoids overly dominant or poorly integrated signage. Key considerations include the scale, proportions and materials of shopfronts, illumination, accessibility, security measures, and the relationship between signage and the host building.

Summary

7.67 This chapter has detailed the adopted and emerging planning policy framework and guidance at a local and national level, which is relevant to the site. The next chapter provides an assessment of the proposed development against the relevant polices of the adopted Development Plan for MCC, the NPPF (2024) and other material considerations.

8 ASSESSMENT OF KEY PLANNING CONSIDERATIONS

8.1 This section assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2024). The full suite of technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application.

8.2 The key planning considerations are as follows:

- Loss of Employment Floorspace;
- Proposed Hotel Use;
- Heritage; and
- Design

Principle of Development

Loss of Employment Floorspace – Economic Statement

8.3 A key aspect of determining whether the principle of development is acceptable is to assess the loss of employment space in accordance with PfE Policy JP-J2 and Core Strategy Policy EC2 'Existing Employment Space'. The policy seeks to retain existing employment space and sites with alternative uses only being supported where:

- *The existing use is un-viable in terms of business operations, building age and format;*
- *The existing use is incompatible with adjacent uses;*
- *The existing use is unsuitable for employment having had regard to the Manchester Salford – Trafford SFRA ;or*
- *On balance, proposals are able to offer greater benefits in terms of the Core Strategy's Vision and spatial objectives than the existing use.*

8.4 The proposed development represents an opportunity to bring vacant, underutilised floorspace back into beneficial use as a high-quality hotel, and build on the City Centre's strong reputation as a destination for tourism and leisure, consistent with its strategic role as identified in PfE Policies JP-Strat1 and JP-Strat 2, as well as in the adopted Core Strategy and Emerging Local Plan. These policies recognise the City Centre as the primary focus for employment, tourism, leisure and commercial activity and support high-density, commercially-led regeneration proposals.

8.5 In support of this planning application, OBI has prepared a Review of Commercial Workspace and Refurbishment Viability report. This provides an overview of the site-specific reasons why Maybrook House cannot be repositioned as a lettable office product based on inherent building characteristics, structural constraints, high capex requirements, and market preference for prime new-build space, in accordance with Clause 1 of Policy EC 2, PfE Policy JP-J2 , and emerging Policy EC3, confirming that the building is no longer suitable or viable for continued office use. Also NPPF Paragraph 127 which sets out that decisions should reflect changes in the demand for land.

8.6 It is important to note that at a macro level, the Manchester market has performed positively over recent years and there are a number of good examples of high quality refurbishments, when the inherent characteristics of a building permit this, such as at Aviary, Havelok, Bond and Pall Mall.

Policy Compliance

8.7 The proposed development therefore accords with Places for Everyone Policies JP-Strat 1, JP-Strat 2 and JP-J2, Core Strategy Policy EC2 and Paragraph 127 of the NPPF. The proposals will bring underutilised floorspace back into productive use and deliver a more viable and sustainable form of development in a highly accessible City Centre location.

Proposed Hotel Use

8.8 The proposals are for a new hotel use within Manchester City Centre. This is widely supported throughout local planning policy, for example Core Strategy Policy CC4 aims for the City Centre to be the focus for culture and leisure, and specifically highlights the important role played by hotels in contributing to the culture of the city. This is also reflected in Draft Policy C11 which supports hotels, particularly in the City Centre. Thus, the Site is wholly appropriate for the proposed use, being nearby to local amenities and other uses highly compatible with a hotel use. In this way the proposals strengthen the offer of culture, leisure and the nighttime economy in accordance with policy.

8.9 As such, the proposals are also consistent with Paragraphs 85 and 124 of the NPPF, which place significant weight on supporting economic growth, tourism, and the effective use of previously developed land in sustainable locations. The Site occupies a highly accessible city centre location within the Regional Centre, making it wholly appropriate for a hotel use that supports the wider visitor economy and evening economy.

8.10 A Manchester Hotel Study was prepared in 2024 by Graham and Sibbald UK LLP, which includes a Hotel Capacity Study, as part of the Draft Local Plans evidence base. The study sets out that, over the last decade (2014-2024), Manchester's hotel market has undergone significant growth, having increased 61% in this time. This has been driven by the strength of Manchester's visitor and business economy. The study set out that the demand has kept pace with this growth, which is expected to continue rising and the study forecasts capacity for **7,618** additional hotel rooms by 2040. This is also detailed in paragraph 10.90 of the draft Local Plan, and equates this to 400 rooms per annum - the primary focus being the City Centre. As such, there is a demonstrable identified need for the proposed use, in the proposed location, as evidenced by the Council's emerging Local Plan and supporting documentation and should therefore be supported in accordance with NPPF Paragraph 127.

8.11 The strong need and demand for such a use ensures a fully deliverable scheme, as part of an active market within the City Centre where hotel use has been consistently brought forward by various operators.

8.12 The proposed hotel will respond to and benefit from Manchester's diverse and internationally recognised visitor economy, which includes a strong mix of leisure, business, and event-driven demand. The City benefits from a world-class cultural, sport, and entertainment offer, including major venues such as the Etihad Stadium, Old Trafford, Co-Op Live, the AO Arena, as well as other smaller venues and conferencing infrastructure. This creates a consistent and year-round demand from a wide range of visitors, including domestic and international tourists, corporate and business visitors, and attendees of major events. This is detailed throughout local planning policy and in the Hotels Study from 2024.

8.13 Finally, the proposals will deliver a range of economic, social, and environmental benefits consistent with both adopted and emerging planning policy objectives. Economically, the development will contribute to the continued growth of Manchester's visitor economy through direct employment during construction and operation, as well as operational benefits to local businesses including restaurants, cultural venues, and shops. Socially, the hotel will serve to enhance the City Centre's role as a vibrant, inclusive and accessible destination, supporting tourism and facilitating cultural and business events, as well as maintaining the ground floor active uses. The scheme also accords with Core Strategy Policy C10 by supporting the evening economy in an appropriate City Centre location.

8.14 Environmentally, the proposals represent a sustainable form of development through refurbishment and retrofit of an existing building, consistent with PfE Policies JP-S1 and JP-S2 as well as adopted Core Strategy Policies EN4, EN5 and EN6. The retention and adaptation of the existing structure significantly reduces embodied carbon compared to demolition and rebuild, whilst replacement glazing, façade upgrades and improved building performance will enhance energy efficiency and environmental performance.

8.15 Furthermore, the Site represents a highly sustainable brownfield location with excellent access to public transport, services and amenities, consistent with NPPF Paragraph 124, Draft NPPF Policies S3, S4 and L2 and Core Strategy Policy CC1. The proposed development will bring the building back into active use, maximising floorspace through refurbishment and extension and the proposals therefore represent an efficient and sustainable use of brownfield land, aligned with national and local planning policy objectives to prioritise regeneration.

Policy Compliance

8.16 The proposed hotel use accords with Places for Everyone Policies JP-Strat 1, JP-Strat 2, JP-S1 and JP-S2; Manchester Core Strategy Policies CC1, CC4, CC8 and C10; emerging Local Plan Policies C11, S3, S4 and L2; Parsonage Gardens SRF, and Paragraphs 85 and 124 of the NPPF. The proposals support Manchester's visitor economy, strengthen the City's leisure and tourism offer and represent an efficient use of a sustainable brownfield site within the Regional Centre.

Heritage

8.17 The planning application is accompanied by a Heritage Statement prepared by Turley, containing an assessment of nearby heritage assets, including conservation areas, in close proximity to the Site, including the contribution to their settings. The Site falls within Parsonage Gardens Conservation Area, which the report sets out focuses on a small urban square which is enclosed by a mix of buildings of differing period, style and material, with a consistent building line of 6-7 storeys.

8.18 Places for Everyone Policy JP-P2 aims to positively sustain and enhance the historic environment and heritage assets, including their settings, and to pursue opportunities to aid the understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester’s distinct character. This is echoed by Manchester Core Strategy Policy CC 9 which sets out that development in the

City Centre should preserve or enhance heritage assets, including conservation areas and listed buildings.

8.19 The Grade II Listed Haywards Building is adjacent to the Site. The vertical brick element of Maybrook House faces the Listed Building, and is of lower quality and creates an awkward relationship between the two buildings. As such the building in its current form and appearance is considered to have slight detrimental effects on the Haywards Building, as well as the Parsonage Garden Conservation Area. The proposals include the refurbishment the existing building material, and therefore there are limited opportunities to address this relationship compared to a complete redevelopment, however the proposed improvements to the elevation will enhance the appearance of Maybrook House at street level, where it is experienced alongside the Listed Building.

8.20 It is proposed to implement a modest vertical extension of 2 storeys on top of Maybrook House, which will mirror the surrounding context and scale. The increase in height is still below the height of the other corner buildings on the junction, and is therefore not considered to be dominant in relation to the nearby listed buildings including Haywards Building, the Barton Arcade, or the overall historic townscape.

8.21 Overall, the proposed rearticulation of the frontage, including a vertical extension, seeks to create a better proportioned building. In accordance with Paragraph 210 of the NPPF, the proposals will sustain and enhance the significance of nearby heritage assets through the refurbishment and visual improvement of an existing building which currently makes a detracting contribution to the setting of the Haywards Building and the wider conservation area. The scheme will secure the viable long-term reuse of the building, improve its appearance within the townscape and deliver a more coherent relationship with adjacent heritage assets. The proposals therefore accord with the objectives of Chapter 16 of the NPPF by sustaining and enhancing the significance of heritage assets, supporting their contribution to the vitality and character of the City Centre, and ensuring that new development makes a positive contribution to local character and distinctiveness.

8.22 In this way, the proposals have been sensitively designed and are in accordance with National planning policy, as well as Places for Everyone Policy JP-P2 and CC 9 of the Core Strategy.

Policy Compliance

8.23 The proposals accord with Places for Everyone Policy JP-P2, Manchester Core Strategy Policy CC9 and Chapter 16 of the NPPF. The scheme has been sensitively designed to preserve and enhance the significance of nearby heritage assets and conservation areas through the refurbishment of the existing building and improvements to its relationship with the surrounding historic townscape.

Design

8.24 Policy EN 1 of the adopted Core Strategy sets out that opportunities for good design, and the enhancement of the overall image of the city should be fully realised. The accompanying DAS, prepared by Jon Matthews Architects sets out a number of design principles, which revolve around retaining the building for a new hotel offer, on a key frontage onto the prominent Deansgate frontage with a 2 storey vertical extension, and screening at first floor to unify and simplify the visual aspect. The overarching principle is to improve the building's visual appearance, through enhancing its context and simplifying its form.

8.25 The façade needs to be retained, as it is load bearing and therefore the proposals involve painting the concrete and brickwork to a warm light grey, which will unify the disparate elements of the buildings composite and improve its appearance, and ultimately its relationship with the surroundings. High quality paint will be used which has a track record around the city of being long-lasting and durable, which will be maintained by the hotel operator to ensure its longevity.

8.26 With regards to the new build vertical extension, it is proposed to utilise a single glazed curtain walling system; the simplicity of which is meant to further aid the design concept to calm the busy complexity of the existing building.

8.27 The above demonstrates how the overall appearance of the building will be improved in the wider context of the area, and the DAS sets out how the street experience will be improved, through implementing the principles in MCC's shopfront strategy design guide.

8.28 As such, the proposals accord with Policy EN 1 of the Core Strategy, by enhancing the image of the building and therefore the wider City Centre. The NPPF emphasises the importance of high quality design; for example Paragraph 131 aims to achieve high quality, beautiful and sustainable buildings as central to the planning process. The proposals seek to contribute to this, and also accord with Paragraph 135 which aims to

ensure that developments are sympathetic to local character – the accompanying plans pack and Design and Access Statement demonstrates how the proposals put forward have been well thought out, in the context of the local design and heritage, resulting in a high quality, successfully refurbished building which boosts the visual appeal of the site and wider area. Therefore the proposed design accord with local and national planning policies.

Policy Compliance

8.29 The proposed development accords with Manchester Core Strategy Policy EN1 and Paragraphs 131 and 135 of the NPPF. Through the comprehensive refurbishment of the existing building, the introduction of a coherent material palette, high-quality façade enhancements and a carefully considered vertical extension, the scheme will improve the appearance of the building and make a positive contribution to the character and quality of the City Centre environment.

Summary

8.30 Overall, the planning assessment demonstrates that the proposed development accords with the adopted Development Plan, emerging planning policy and the objectives of the NPPF. The submitted evidence confirms that the existing office floorspace is no longer viable or suitable for modern employment use, thereby satisfying Clase 1 of Core Strategy Policy EC2 and related emerging employment policies.

8.31 The proposed hotel use is strongly supported within Manchester City Centre through national, regional, and local policy, responding to an identified need for additional hotel accommodation and supporting the continued growth of the City's visitor economy.

8.32 The proposals have been designed with strong reference to the surrounding areas to enhance the building's appearance and relationship with nearby heritage assets, including the Parsonage Gardens Conservation Area and adjacent listed buildings, while delivering a high-quality refurbishment-led scheme in a sustainable city centre location.

8.33 The proposals will also deliver wider economic, social and environmental benefits through the sustainable reuse and refurbishment of an underutilised brownfield building in a highly accessible and appropriate City Centre location. Having regard to the Development Plan as a whole, the proposed development accords with the relevant policies of Places for Everyone and the Core Strategy, and is supported by the objectives of the NPPF.

Accordingly, the principle of development is acceptable and planning permission should be granted.

9 OTHER TECHNICAL CONSIDERATIONS

9.1 This section of the Statement assesses the proposed development against the other relevant technical considerations that have been addressed as part of this planning application.

Ecology

9.2 A Preliminary Ecological Appraisal has been submitted in support of the application prepared by Arbtech, which identifies that the Site is of limited ecological value, comprising an existing developed urban site with negligible habitat suitable for protected species. No evidence of bats was identified, and no further bat surveys were considered necessary. The appraisal also confirmed that the proposal would not result in adverse effect on any statutory or non-statutory designated ecological sites. In this way, the proposals are fully in accordance with planning policy, for example Places for Everyone Policy JP-G9 which expects development to avoid significant harm to biodiversity.

9.3 With regards to Biodiversity Net Gain (BNG), the proposed development is exempt from the statutory requirement to deliver a minimum 10% net gain as the proposals would impact less than 25sqm of on-site habitat, and therefore fall within the de minimis exemption under the Environment Act 2021. Notwithstanding this, the proposals including enhancements to the existing building frontage which will contribute positively to the quality of the local townscape environment, in accordance with Places for Everyone Policy JP-G6.

Amenity

Air Quality

9.4 An Air Quality Assessment has been undertaken by Redmore Environmental. Operational impacts are outlined to include exhaust traffic emissions associated with vehicle traveling to and from the site, and as the proposals will not result in a net change in parking provision these were not predicted to be significant. As such, air quality factors are not considered to be a constraint to development in accordance with Policy DM 1 which aims for development to have regard to effects on amenity.

Noise

9.5 The accompanying Noise Impact Assessment by Atelier Ten assesses the possible noise impact the proposed development may have on existing nearby noise sensitive receptors

and how noise can be controlled. The Site is considered to be exposed to moderately high levels of noise from road traffic and plant. The report sets out that as mechanical ventilation will be implemented, sound ingress through ventilation openings is not a material concern and recommends moderate-high performing acoustic glazing for elevations facing the roads. With the recommended mitigation measures, noise is not considered to form a barrier to development. As such, the proposals are in accordance with Policy DM 1 of the Core Strategy which seeks to protect amenity, and PfE Policy JP-P1's ambition to minimise exposure to pollution.

Daylight / Sunlight

9.6 Proximity have produced a Daylight and Sunlight Amenity Impact Assessment Report which assesses the impact from the proposals on daylight and sunlight amenity for neighbouring buildings No.1 Deansgate, and the Flats above Moon Under The Water (see **Figure 3**). Given the scale and massing of the proposed building, other residential buildings are not considered to be adversely impacted given their distance from the Site. The assessment undertakes technical analysis using computerised 3D massing simulations of the Site and its surroundings.

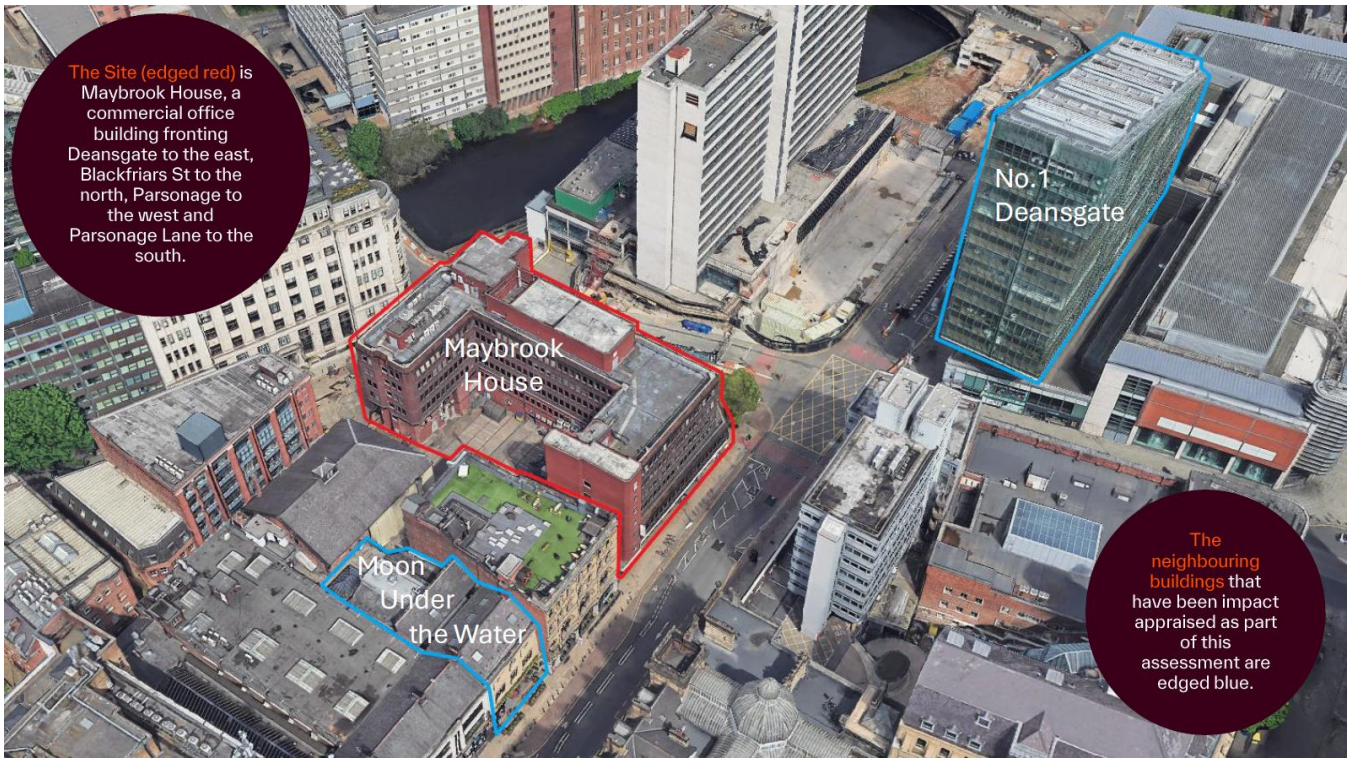


Figure 3: Extract from Daylight and Sunlight Amenity Impact Assessment Report showing assessed neighbouring buildings

9.7 It finds that the impact is negligible for daylight amenity impacts and not significant for sunlight amenity impacts. As such, it concludes that the proposed development will have no adverse impacts on the amenity of either of these neighbouring buildings, in

accordance with Policy DM 1 of the Core Strategy and Policy JP-P1 of the PfE which seek to protect amenity.

Sustainability

9.8 The proposals comprise the reuse and refurbishment of an existing City Centre building alongside a modest vertical extension. In this regard, the scheme represents sustainable development objectives through the retention and adaptation of existing building fabric, thereby reducing embodied carbon which would be associated with demolition and comprehensive redevelopment. This refurbishment-led approach accords with Places for Everyone Policy JP-S6 which relates to resource efficiency and the circular economy by reducing construction waste and the demand for new materials. This is set out in more detail in the accompanying BREEAM Pre-Assessment, which sets out the BREEAM strategy and confirms that the refurbishment element of the proposals are targeting BREEAM 'Excellent'.

9.9 Furthermore, Places for Everyone Policy JP-S2 seeks to ensure that development minimises carbon emissions and supports the transition towards net zero carbon development. The submitted BREEAM Pre-Assessment confirms that the development incorporates a range of energy efficient measures, and that the scheme is also targeting credits relating to operational energy performance and low carbon design. Specifically, the scheme achieves BREEAM Excellent for Ene 01 – reduction of energy use and carbon emissions in accordance with Places for Everyone Policy JP-S2: Carbon and Energy.

9.10 The development is also located within the Regional Centre, and Manchester City Centre, a wholly accessible and sustainable location, in close proximity to public transport links and walkable to local amenities. In this way, the development accords with Policies JP-P1 and JP-C1 of Places for Everyone which seek to promote sustainable and adaptable places and proposals, as well as Draft NPPF Policy CC2 which emphasises that proposals should be accessible and sustainably located.

9.11 Furthermore, the proposals represent the re use of an existing building and therefore encompasses developing on previously developed land. The draft NPPF sets out in Policy L2 how this should be afforded substantial weight in determination.

9.12 Overall, the proposed development adopts a refurbishment approach, complemented by a modest extension, and is within a highly sustainable City Centre location. As set out in the BREEAM Pre-Assessment report, the scheme aims to incorporate a range of environmental design measures that will improve the long-term sustainability

performance of the building, in accordance with local and national planning objectives to reduce carbon emissions and embrace a sustainable approach to development. As such the proposals also accord with a key objective of the St Mary's Parsonage SRF, to revitalise the area with new architecture, replacing those buildings that are no longer fit for purpose, whilst respecting Listed Buildings.

Highways

9.13 A Transport Statement has been submitted in support of the application, which assesses the accessibility of the Site by sustainable modes of transport, the likely transport impacts arising from the development, as well as the suitability of the surrounding highway network.

9.14 Places for Everyone Policy JP-C1 supports development that minimises the need to travel by private vehicle; the Site benefits from excellent connectivity to the City Centre public transport links and the surrounding areas. For example, the Transport Statement confirms that the Site is within walking distance to Manchester Victoria Station, Salford Central Station as well as Metrolink stations and bus services operating nearby on Deansgate. As such the proposals accord with Policy JP-C1.

9.15 In addition to public transport links, the surrounding area also benefits from extensive walking and cycling infrastructure. The accompanying Transport Statement identifies that the Site is adjacent to enhanced cycle routes, with accessible footways which are well-lit, with dropped kerbs and signalised crossing points. This represents strong accordance with Places for Everyone Policies JP-C5 and JP-C6 which seek to support high quality environments for walking, cycling and public transport use.

9.16 The Transport Statement also confirms that the proposals would not give rise to any material highway safety or capacity concerns, with trip generation mainly likely to be limited to taxi and servicing movements due to the car-free nature of the scheme.

9.17 As such, the proposed development is a highly sustainable scheme, located within Manchester City Centre, and therefore benefits from excellent accessibility by sustainable transport modes. The proposals will not have an adverse impact on the highways network. Within this in mind, the proposal is in strong accordance with Manchester Core Strategy Policy T1.

Flood Risk and Drainage

9.18 Woolgar Hunter has prepared a Drainage Statement to accompany this planning application which describes the proposed surface water management strategy for the Site and summarises the existing arrangement of foul and surface water drainage at the Site. It sets out that all rainwater is currently drained via a positive drainage system and any surplus surface water is likely to flow overland onto the adjacent highway network before draining towards the River Irwell. The proposed strategy adopts a pragmatic approach for a constrained brownfield site, with runoff continuing to discharge to the existing combined sewer network.

9.19 With regards to foul drainage, it is proposed that this will be discharged via existing drainage connections to the existing combined sewer network, subject to approval from United Utilities.

9.20 Overall, the proposed approach addresses water quantity, quality, amenity and biodiversity proportionately, with no adverse impacts anticipated during exceedance events in accordance with Policy EN 8 of the Core Strategy and PfE policy JP-S4 which seek to minimise flood risk through the appropriate treatment of surface water drainage.

Crime Impact

9.21 A Crime Impact Statement has been produced by Graphite Security in accordance with Secured by Design (SBD) principles, which provides an assessment of the potential crime and security implications associated with the proposed development. The report highlights that the proposals will introduce a more structured internal arrangement with defined guest, back of house, service, plant and tenant zones, which provide a strong foundation for effective security management.

9.22 It is highlighted that mitigation measures such as controlled guest and staff access, secure separation between public, tenant and hotel areas, CCTV coverage, external lighting and appropriate management of servicing and deliveries will need to be implemented to enhance the security effectiveness of the scheme, to mitigate against key crime risks such as unauthorised access, theft, anti-social behaviour and vulnerabilities linked to city-centre footfall.

9.23 As such, the proposals accord with Core Strategy Policy DM 1 which requires development to have regard to community safety and crime prevention, as well as Places

for Everyone Policy JP-P1 which requires development to be safe through designing out crime and reducing opportunities for anti-social behaviour.

TV Reception

9.24 A signal survey and reception impact assessment has been undertaken by GTech Surveys Limited, to determine the potential effects on the local reception of television and radio broadcast services from the proposed Maybrook House development. This is in accordance with Manchester City Council guidance which requires development over four storeys to be assessed for TV and radio reception impact as outlined in the Guide to Development Supplementary Planning Document.

9.25 Overall, it is found that the proposals are unlikely to cause any interference to the reception of any television or radio broadcast platform and therefore no mitigation measures are required to restore the optimal reception of any broadcast service for any receptor and as such the proposals accord with the adopted Guide to Development SPD.

Local Labour Agreement

9.26 The applicant, Deansgate Ventures, has prepared a Local Labour Agreement which summarises how they and/or the scheme contractor will aim to maximise the recruitment of local residents in construction and operational jobs, in accordance with PfE Policy JP-J1 which aims to support long-term economic growth through various measures, including local labour and training agreements.

Construction Management

9.27 Edmond Shipway have produced a Construction Management Plan to set out the proposed management arrangements for the redevelopment of Maybrook House, in accordance with PfE Policy JP-C8. It is intended to be reviewed and updated as the design, procurement strategy, and construction methodology develop.

9.28 The document sets out that due to the constrained city-centre location, the works will require careful management of construction logistics, public protection, delivery movements, noise, dust, vibration, and stakeholder liaison. Consideration will be given to the building's interface with Deansgate, Blackfriars Street, neighbouring businesses, pedestrians, road users, and any retained ground-floor commercial occupiers.

9.29 It is set out that the management will include maintaining a Construction Phase Plan and ensuring compliance with statutory requirements and Manchester City Council approvals.

Overall, the Maybrook House development will be managed in a safe, organised, considerate, and compliant manner from site establishment through to completion and handover in a way that protects existing amenity in accordance with Policy DM 1.

Green and Blue Infrastructure

9.30 Manchester City Council (MCC) adopted Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015–2025 in July 2015, with a subsequent update published in 2022. The Strategy sets out the key priorities, challenges, and initiatives required to deliver its long-term vision for the city's green and blue infrastructure network.

9.31 The Strategy provides guidance for developers on incorporating green and blue infrastructure into new schemes. It recognises that approaches will need to be tailored to the scale, type, and location of individual developments. By integrating green infrastructure considerations at the earliest stages of the design process, developers can better understand the surrounding landscape, identify opportunities for enhancement and connectivity, and deliver green and open spaces that add value to both the development and the wider area.

9.32 **Appendix 3** of this Statement provides an assessment of the proposed development against the key objectives of the strategy.

Summary

9.33 This chapter demonstrates that the proposed refurbishment and extension of Maybrook House is considered compliant with both local and national planning policy.

9.34 Technical assessments confirm that the development would not give rise to unacceptable impacts. Appropriate mitigation measures, including acoustic glazing, secure access arrangements, and construction management controls, are proposed where necessary to protect neighbouring amenity and ensure safe operation of the building.

9.35 The scheme places significant emphasis on sustainability through the retention and reuse of the existing structure, reducing embodied carbon and targeting BREEAM Excellent / Very Good standards. It is in a highly accessible city centre location, and supports sustainable travel patterns, with excellent connectivity to public transport, walking and cycling infrastructure. Overall, the proposals are considered to represent sustainable development that will improve the visual quality and long-term viability of Maybrook House while supporting the wider regeneration objectives for the area.

10 SUMMARY AND CONCLUSION

10.1 This SPS has been prepared by Asteer Planning LLP on behalf of the Applicant in support of an application for full planning permission at Maybrook House, Manchester.

10.2 The description of development is as follows:

> *"Change of use of part basement, part ground and all upper floors from gymnasium, restaurant and office use (Use Class E) to hotel (Use Class C1) together with the erection of a two storey vertical extension, external alterations and other associated works."*

10.3 The proposed development represents an opportunity to bring a vacant and underutilised site back into use through the delivery of a high-quality hotel development within an accessible City Centre location. The proposals respond directly to changing market demands and the established lack of viability of the existing office accommodation, whilst supporting Manchester's continued growth as a nationally and internationally significant business, leisure, tourism and cultural destination.

10.4 The principle of the proposed development is strongly supported by national and local planning policy. The submitted evidence demonstrates that the existing office floorspace is no longer suitable or viable for modern employment use and that the proposed change of use accords with the relevant employment, regeneration and city centre policies of the development plan. Furthermore, the proposed hotel use responds to an identified need for additional visitor accommodation within Manchester City Centre and will contribute positively to the continued growth and competitiveness of the visitor economy, in line with the wider vision for the area.

10.5 The application is supported by a full suite of technical assessments which demonstrate that the proposals are acceptable in planning terms. Through these assessments, it is confirmed that the development would not give rise to unacceptable impacts in relation to highways, accessibility, heritage, ecology, air quality, noise, sustainability or flood risk, or other material considerations.

10.6 In addition to complying with the Development Plan, the proposals will deliver substantial economic, social, environmental and heritage benefits. These include significant investment into Manchester City Centre, the creation of employment opportunities, support for the visitor economy and local businesses, the productive reuse of an underutilised brownfield building, the delivery of a highly sustainable form of development through refurbishment and retrofit, and enhancements to the appearance of the building

and its relationship with nearby heritage assets within the Parsonage Gardens Conservation Area.

10.7 The proposals will secure the long-term beneficial use of a prominent city centre building, improve the quality of the surrounding townscape, support Manchester's regeneration objectives and contribute positively towards the vitality and vibrancy of the Regional Centre. The scheme therefore represents sustainable development in accordance with the economic, social and environmental objectives of the NPPF.

10.8 Overall, the proposed development accords with the adopted Development Plan when read as a whole, is supported by the objectives of national planning policy and delivers a wide range of public benefits which weigh strongly in favour of the proposal. Accordingly, planning permission should be granted without delay in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

APPENDIX 1 – Schedule of Supporting Information

Appendix 1 - Schedule of Supporting Documents and Drawings

Title		Author
Application Form		Asteer Planning
Covering Letter		Asteer Planning
Supporting Planning Statement		Asteer Planning
Design & Access Statement		JMA Architects
Air Quality Assessment		Redmore Security
BREEAM Pre Assessment Report		Atelier Ten ltd
Energy and Sustainability Statement		Atelier Ten Ltd
Environmental Standards Statement		Atelier Ten Ltd
Drainage Statement		Woolgar Hunter
Noise Impact Assessment		Atelier Ten Ltd
Crime Impact Assessment		Graphite Security
BNG Exemption Statement		Arbtech
Statement of Community Involvement		Counter Context
Transport Statement and Travel Plan		SLR
Television Reception Survey		Gtech
Local Labour Agreement		Deansgate Ventures
Daylight/Sunlight Assessment		Proximity
Review of Commercial Workspace and Refurbishment Viability		OBI
Draft Construction Management Plan		Edmond Shipway
Energy and Carbon Proforma		Atelier Ten Ltd
Heritage Statement		Turley
Preliminary Ecological Assessment and Preliminary Roost Assessment		Arbtech
Summary of Economic Benefits		Wisher Consulting
Ventilation Statement		Atelier Ten Ltd
Waste Strategy		SLR
Plans		
Existing Ground Floor	275-JMA-B1-00-DR-A-022000	JMA Architects
Proposed Ground Floor	275-JMA-B1-00-DR-A-022200	JMA Architects
Existing 1st Floor	275-JMA-B1-01-DR-A-022001	JMA Architects
Proposed 1st Floor	275-JMA-B1-01-DR-A-022201	JMA Architects
Existing 2nd Floor	275-JMA-B1-02-DR-A-022002	JMA Architects
Proposed 2nd Floor	275-JMA-B1-02-DR-A-022202	JMA Architects
Existing 3rd Floor	275-JMA-B1-03-DR-A-022003	JMA Architects
Proposed 3rd to 6th Floor	275-JMA-B1-03-DR-A-022203	JMA Architects
Existing 4th Floor	275-JMA-B1-04-DR-A-022004	JMA Architects
Existing 5th Floor	275-JMA-B1-05-DR-A-022005	JMA Architects
Existing Roof	275-JMA-B1-06-DR-A-022006	JMA Architects
Proposed 7th Floor	275-JMA-B1-07-DR-A-022207	JMA Architects
Proposed 8th Floor	275-JMA-B1-08-DR-A-022208	JMA Architects
Existing Basement Floor	275-JMA-B1-B1-DR-A-022000	JMA Architects
Proposed Basement Floor	275-JMA-B1-B1-DR-A-022200	JMA Architects
Existing Lower Ground Floor	275-JMA-B1-LG-DR-A-022000	JMA Architects
Proposed Lower Ground Floor	275-JMA-B1-LG-DR-A-022200	JMA Architects
Proposed Roof	275-JMA-B1-RF-DR-A-022209	JMA Architects
Existing South Elevation	275-JMA-B1-ZZ-DR-A-042000	JMA Architects
Existing East Elevation	275-JMA-B1-ZZ-DR-A-042001	JMA Architects
Existing North Elevation	275-JMA-B1-ZZ-DR-A-042002	JMA Architects
Existing West Elevation	275-JMA-B1-ZZ-DR-A-042003	JMA Architects
Existing East Inner Courtyard	275-JMA-B1-ZZ-DR-A-042004	JMA Architects
Existing West Inner Courtyard	275-JMA-B1-ZZ-DR-A-042005	JMA Architects
Proposed South Elevation	275-JMA-B1-ZZ-DR-A-042200	JMA Architects

Proposed East Elevation	275-JMA-B1-ZZ-DR-A-042201	JMA Architects
Proposed North Elevation	275-JMA-B1-ZZ-DR-A-042202	JMA Architects
Proposed West Elevation	275-JMA-B1-ZZ-DR-A-042203	JMA Architects
Proposed East Inner Courtyard	275-JMA-B1-ZZ-DR-A-042204	JMA Architects
Proposed West Inner Courtyard	275-JMA-B1-ZZ-DR-A-042205	JMA Architects
Proposed Section AA	275-JMA-B1-ZZ-DR-A-052200	JMA Architects
Bay Study 01	275-JMA-B1-ZZ-DR-A-104200	JMA Architects
Bay Study 02	275-JMA-B1-ZZ-DR-A-104201	JMA Architects
Bay Study 03	275-JMA-B1-ZZ-DR-A-104202	JMA Architects
Existing Site Location Plan	275-JMA-MP-ZZ-DR-A-001000	JMA Architects

APPENDIX 2 – Schedule of Relevant Planning Policy

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Maybrook House – Schedule of Planning Policies (June 2026)

Planning Policy	Policy Wording
PLACES FOR EVERYONE	
Strategy	
Policy JP-Strat1: Core Growth Area	The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities. Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. Infrastructure provision will support the growth and continued capacity of the Core Growth Area
Policy JP-Strat2: City Centre	The role of the City Centre as the most significant economic location in the country outside London will be strengthened considerably. The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty. It will be a priority for investment in development and infrastructure. This will include addressing current network capacity issues in the City Centre which will enable the future expansion of the rapid transit public transport network across Greater Manchester. Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the local character and environmental quality of the City Centre so that it can rival city centres across the globe, enabling it to compete effectively at the international level for investment, businesses, skilled workers, residents and tourists. A broad range of commercial accommodation will be delivered, helping the City Centre to capture growth across key economic sectors. The new functions within the City Centre will be delivered in a way that complement, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.
Policy JP-Strat14: A Sustainable and Integrated Transport Network	The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. An ambitious programme of investment in our transport network will be crucial to ensure much greater access for people across the Plan area to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets. The local programme of investment needs to be complemented by significant national and regional projects such as Northern Powerhouse Rail to ensure that connectivity is significantly improved to key locations outside of the conurbation, such as London, Liverpool, Leeds, Sheffield and Birmingham. Collectively this will ensure that our residents will have access to economic opportunities. The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections. And initiatives such as integrated smart ticketing, reform of the bus market, rail refranchising and increasing capacity at city centre bottlenecks will ensure all new routes function effectively as part of the overall network. Higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

Sustainable and Resilient Places	
Policy JP-S1: Sustainable Development	To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.
Policy JP-S2: Carbon and Energy	The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: 1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling; 2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured; 3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities; 4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree-planting and natural flood management techniques; 5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; a. Be net zero carbon which applies: • From adoption – to regulated operational carbon emissions; • From 2028 – to all emissions 'in construction'. From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies. b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by the relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site; c. Where practicable, prioritise connection to a renewable energy/heating/ cooling network in the first instance or a low carbon energy/heating/ cooling network that is adaptable to non-fossil fuels at a later date; d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1. For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.

	e. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028. f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible. Districts may set out specific carbon emission reduction energy demand targets within Local Plans.
Policy JP-S3: Heat and Energy Networks	The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this: 1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as "Heat and Energy Network Opportunity Areas". These have been identified where: a. Existing heat/energy networks are operational or have been commissioned; b. Proposals for new heat networks/energy networks are being progressed, or future opportunities have been identified in city-region master planning; c. Sufficient density of existing heat demand occurs; and d. Significant future development is proposed at the strategic development locations. 2. Within the identified "Heat and Energy Network Opportunity Areas", unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that: a. New residential developments that are '10 dwellings or more' or other developments over 1,000 m2 floorspace shall: i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or ii. Install a site-wide or communal heat/energy network solution. b. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals; c. An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and d. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.
Policy JP-S4: Flood Risk and the Water Environment	An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by: 1. Returning rivers to a more natural state, where practicable; 2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants; 3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding; 4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues;

	5. Ensuring that sustainable drainage systems: i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation; ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground; iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development. 6. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation; Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground; Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and 7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.
Policy JP-S6 Clean Air	A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including: 1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution; 2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate; 3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided; 4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation; 5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments; 6. Implementing the Clean Air Plan and associated measures; 7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts; 8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees; 9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality; 10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and 11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.
Policy JP-S6: Resource Efficiency	The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:

	1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce; 2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and 3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.
Places for Jobs	
Policy JP-J1: Supporting Long-Term Economic Growth	A thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on: A. Maintaining a very high level of economic diversity across our boroughs B. Facilitating the development of high value clusters in key economic sectors such as: i. Advanced manufacturing; ii. Digital and cyber; iii. Health innovation, including life sciences; iv. Low carbon goods and services; v. Business, financial and professional services; vi. Logistics. C. Making the most of major assets of the sub-region, such as: i. The high concentration and range of research assets ii. The large pool of graduates iii. Highly productive businesses in every sector of our economy iv. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network v. Major proposed transport improvements such as Northern Powerhouse Rail D. Grasping the economic opportunities from the global transition to a low carbon economy E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate G. Maximising the potential of the key growth locations set out in JP-Strat1 to JPStrat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents
Greener Places	
Policy JP-G3: River Valleys and Waterways Policy	River valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment. In making planning decisions and carrying out other associated activities, we will seek to deliver the following priorities: 1. Retain the remaining open character of the river valleys, avoiding their fragmentation and prominent development on valley edges; 2. Promote public enjoyment of the river valleys, including as key features connecting urban areas to the countryside, providing opportunities for active travel, and enhance their high recreational value as green fingers through densely populated areas; 3. Protect and enhance the mosaic of semi-natural habitats, including: riparian (waterside), clough, broadleaved and ancient woodland; wet and semi-natural grassland; meadow; and lakes and ponds; 4. Retain existing pockets of relative tranquillity and seclusion, especially within the more tightly enclosed and wooded valleys; 5. Reduce flood risk, through Natural Flood Management (NFM), including careful land management and a catchment-wide approach;

	6. Improve water quality, including through land decontamination and the management of diffuse pollution from industry and agriculture; 7. Return rivers to a more natural state where practicable, including through deculverting and the re-naturalisation of riverbanks and flood plains; 8. Where compatible with the requirements of commercial and freight use, increase the use of canals and watercourses for active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space; and 9. Ensure that development relates positively to nearby rivers and other waterways, taking advantage of opportunities to integrate green infrastructure through: a. High quality frontages to the water; and b. Public realm alongside the water for both recreation use and maintenance access.
JP-G6 Urban Green Space	To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions: • existing urban green space will be protected and enhanced in balance with other considerations; and • we will work with developers and other stakeholders to deliver new high quality urban green spaces. Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.
Policy JP-G9 A Net Enhancement of Biodiversity and Geodiversity	Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by: 1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species; 2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes; 3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species; 4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations; 5. Facilitating greater access to nature, particularly within urban areas; 6. Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and 7. Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land Development will be expected to: a. Follow the mitigation hierarchy of: i. ii. iii. 1. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then 2. Adequately mitigating any harm to biodiversity, then 3. Adequately compensating for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a measurable net gain in biodiversity of no less than 10% d. Make appropriate provision for long-term management of habitats and geological features connected to the development; e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and

	f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.
Places for People	
Policy JP-P1: Sustainable Places	We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with: 1. Distinctive, with a clear identity that: A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture; B. Enables a clear understanding of how the place has developed; and C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used 2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design 3. Socially inclusive: A. Responding to the needs of all parts of society; B. Enabling everyone to participate equally and independently; C. Providing opportunities for social contact and support; and D. Promoting a sense of community 4. Resilient, capable of dealing with major environmental events 5. Adaptable, able to respond easily to varied and changing needs and technologies 6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained 7. Resource-efficient with: A. A low carbon footprint; B. Efficient use of land; C. Minimised use of new materials; D. High levels of recycling 8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster. 9. Supported by critical infrastructure, such as energy, water and drainage and green spaces 10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage 11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places 12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place 13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest 14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond 15. Comfortable and inviting, with indoor and outdoor environments: A. Offering a high level of amenity that minimises exposure to pollution; and B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter 16. Incorporating high quality and well managed green infrastructure and quality public realm, with: A. Opportunities for recreation and outdoor play for children, and interaction between the generations;

	B. Public and private spaces clearly distinguished; C. Development clearly defining, and promoting activity within, public spaces; D. High quality landscaping with schemes 17. Well-served by local shops, services and amenities, including education and health facilities
Policy JP-P2: Heritage	We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place. Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by: 1. Setting out a clear vision that recognises and embeds the role of heritage in place-making; 2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised; 3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place; 4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and 5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer. Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value. Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.
Policy JP-C1: An Integrated Network	In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including: 1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; 2. Enabling the provision of high quality digital infrastructure; 3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;

	4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will: • promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality; • meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and • provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure. 5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first): a. Pedestrians (and people using mobility aids); b. Cyclists, powered two-wheelers, and public transport users; c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection) d. People in personal motorised vehicles 6. Developing local transport industry skills and education to ensure the right skills are available into the future.
Policy JP-C2 Digital Connectivity	We support the provision of affordable, high quality, digital infrastructure. In making decisions we will support a range of measures, including: 1. Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/ changing technology; 2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties and 3. Facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas.
Policy JP-C5 Streets for All	Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport'). We will seek to ensure: 1. The design and management of streets will follow a Streets for All approach, including by: a. Understanding the 'movement and place function' of streets as the starting point for improvement; b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility; c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network; d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement; e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function'; f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;

	g. Incorporating increased levels of greenery including trees where possible; Offering shelter from wind and rain, and shade from the sun; Delivering priority for public transport and facilities for public transport users; h. Providing appropriate places and routes for servicing, deliveries and 'drop-off'; i. Mitigating the impacts of air and noise pollution and carbon emissions from road transport; j. Ensuring the efficient movement of people and goods on streets with a high 'movement function' and; k. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure. 2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all; 3. Any new infrastructure minimises the negative effects of vehicle traffic; and 4. New infrastructure includes provision for utilities and digital infrastructure where required.
Policy JP-C6 Walking and Cycling	In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including: 1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance; 2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network; 3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle; 4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings; 5. Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; 6. 6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling
Policy JP-C8 Transport Requirements for New Development	We will require new development to enable and encourage walking, cycling and public transport use to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. We will do this by: **Connectivity and Permeability** 1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including; • Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should: o be direct, safe and convenient; o connect to nearby facilities, employment areas, public transport stops; and o improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision; • Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and • Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment; 2. Ensure appropriate connectivity to the existing highway network. **Design** 3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;

4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers;
8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;
9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
    i. Showers, changing facilities and lockers for cyclists and walkers
    ii. Pool or hire bikes for use by occupiers
    iii. Information in advance about facilities to visitors;
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demandresponsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;
14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:
    - meets road safety requirements,
    - reduces transport emissions and other environmental impacts,
    - reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;

Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.
17. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past

	Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.
Delivering the Plan	
Policy JP-D2: Developer Contributions	We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, Section 106 planning obligations, agreements made under Section 278 of the Highways Act 1990 (as amended), or CIL (or any subsequently adopted planning gain regime). If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance which would create barriers to delivery in a transparent manner and reflecting national guidance. Where it is accepted that viability should be considered as part of the determination of an application, the Local Planning Authority should determine the weight to be given to a viability assessment alongside other material considerations.
MANCHESTER CORE STRATEGY	
Policy SP 1 Spatial Principles	The key spatial principles which will guide the strategic development of Manchester to 2027 are: • The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. • The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City. • Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. • The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan. • The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved. • New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development. Core Development Principles Development in all parts of the City should:- Make a positive contribution to neighbourhoods of choice including:- • creating well designed places that enhance or create character. • making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. • protect and enhance the built and natural environment. • Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible. • Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
Policy EC 1 Employment and Economic Growth in Manchester	A minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

	Offices (B1a) - 140ha
	Research and Development and Industry (B1b, B1c and B2) - 25 ha
	Distribution and Warehousing (B8) - 35ha
	
	Key locations for major employment growth showing indicative distribution figures will be:
	• Regional Centre:
	  ○ Manchester City Centre 33ha
	  ○ City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington
	  ○ and Manchester Science Park) 25ha
	  ○ Central Park and Eastlands 65ha
	• Manchester Airport and the surrounding area 50ha
	
	In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1.
	
	Priorities for ensuring continued economic growth include:
	• Improving access to jobs for all via public transport, walking and cycling;
	• Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
	• Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
	• Improving digital infrastructure delivery to businesses and residents;
	• Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
	• Ensuring the continued social, economic and environmental regeneration of the City;
	• Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.
	
	Development proposals should have regard to:
	• Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;
	• Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;
	• Flood risk through the Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA).

Policy EC 2 Existing Employment Space	The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that: • The existing use is un-viable in terms of business operations, building age and format; • The existing use is incompatible with adjacent uses; • The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or • On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.
Policy EC 3 The Regional Centre	Within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. Office developments will be appropriate providing that: • They are in locations which are well connected by sustainable transport to both the City Centre and residential areas, and • The scale and type of office development does not undermine delivery of employment space within the City Centre. • The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.

	Proposals for other town centre uses will be assessed in accordance with policies C1 and C9, unless included in an allocation or the uses are ancillary to the main employment use. Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.
Policy CC 1 Primary Economic Development Docus : City Centre and Fringe	The City Centre is a strategic economic location and focus of employment growth in the City and City Region. The City Centre is expected to accommodate 33ha and the City Centre Fringe 25ha of office or similar employment development. Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes. The focus for employment growth will be in B1a high density offices and the Council will give particular encouragement and support for such development in the following locations: City Centre • Civic Quarter • Mayfield • Spinningfields and Granada lands • The Corridor (Oxford Road Corridor, Great Jackson Street and First Street) • Piccadilly City Centre Fringe • City Centre North extending into Strangeways and Collyhurst • Ancoats • Chancellors Place • Birley Fields/Manchester Science Park Provision of a range of economic development uses, such as retail, leisure, entertainment, cultural and tourism facilities will be encouraged in the City Centre, in line with Policy C1, to support the development of a vibrant employment location attractive to businesses, employees and visitors to the City Centre. New, and the enhancement of existing, infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies. Developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported. Proposals in the City Centre and City Centre Fringe, in particular schemes in Mayfield, The Corridor and Strangeways, will need to take account of the flood risk issues, in line with policy EN14 - Flood Risk.
Policy CC 4 Visitors – Tourism, Culture and Leisure	The City Centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported. Development in the City Centre which improves facilities for visitors, including Manchester residents, will be promoted. In order that the existing visitor attractions can reach their potential it is also important that the City Centre has the infrastructure to accommodate the necessary volume of visitors. Hotels have become an increasingly important use across the City, and these will be particularly important in the City Centre. New hotel development which contributes to the quality of the City Centre hotel offer will be supported. Proposals for new hotels outside of the City Centre will be supported where they support visitor-oriented development and where the Council is confident that they will be deliverable.
Policy CC 6 City Centre High Density Development	City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.

	Development will need to have regard to the Council's approach to tall buildings (policy EN2), but any proposals which do not reflect the importance of maximising the development opportunities in the City Centre will only be supported where this accords with wider Core Strategy objectives.
Policy CC 7 Mixed Use Development	The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations: • Other than in locations specifically mentioned in policy CC3, residential development will be supported as part of schemes which include employment. The Council must be satisfied that proposals will contribute to the economic regeneration of the City and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. A clear justification will be required for proposals without employment opportunities. • Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.
Policy CC 8 Change and Renewal	The City Council has identified the types of development and approach to development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester. Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.
Policy CC 9 Design and Heritage	Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.
Policy CC 10 A Place for Everyone	The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through: • Uses which increase the diversity of activity in the City Centre, with an emphasis on family-oriented activity; and, • High standards of accessibility to buildings and across spaces in the City Centre.
Policy EC 8 Central Manchester	Central Manchester is expected to provide approximately 14ha of employment land. The majority of this provision will be provided within: 1. The Corridor (Manchester) within the Central Manchester Regeneration Area is suitable for office, research and development, light industrial, general industrial, education and health. This area overlaps with the City Centre boundary and should be in line with CC1 and C1. 2. Existing employment and economic development areas: • Princess Parkway suitable for office development adjacent to the City Centre; • Along Stockport Road and Hyde Road suitable for employment as part of a mix of uses; 3. District centres of Hulme, Rusholme and Longsight all located on major radial routes through Central Manchester. These will be suitable for mixed use development providing local employment. The Council will promote development which has had regard to: • Ensuring employment within Central Manchester complements those uses within the City Centre;

	• Design opportunities offered by the key transport infrastructure such as the arterial roads Princess Parkway, Oxford Road, Stockport Road and Hyde Road; • Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations, particularly orbital connectivity to employment locations in East Manchester and Trafford Park; • Creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.
Policy C 1 Centre Hierarchy	Development of town centre uses (as defined in national planning policy) will be prioritised in the centres identified in this policy, taking account of the different roles of the City Centre, District Centres and Local Centres. In order to maintain the vitality and viability of its centres, provide services as locally as possible and minimise the need to travel by car Manchester's centre hierarchy is:- • **Manchester City Centre** The City Centre is the focus for comparison retail for the Manchester City Region. Its catchment exceeds the City boundaries and the capacity for future comparison development reflects this. The focus for new comparison retail is the Primary Shopping Area. The City Centre is also the regional focus for commerce, culture, leisure and tourism. The City Centre has a need for additional convenience retail to meet the needs of a growing residential population, but this role is distinct from its comparison retail function, with a different catchment (see policies CC1-10 for detailed policy guidance). • **District Centres** District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Manchester's 17 district centres are shown below including the newly designated district centre, Baguley (West Wythenshawe). Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres. • **Local Centres** Local centres meet local needs for small scale retail and services to meet day-day needs. There are 24 identified local centres, including new local centres at Moston Lane, Collyhurst and Merseybank Avenue. Locations which are not identified in the Local Development Framework but which perform the same function in terms of scale and meeting local needs will also be considered to be local centres.
Policy C 10 Leisure and the Evening Economy	New development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to the following considerations: 1. Cumulative impact – in areas where there is already a concentration of bars (A4), hot food takeaways (A5) and other night-time uses which are detrimental to the character or vitality and viability of the centre, there will be a presumption against further facilities. 2. Residential amenity – the proposed use should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance. 3. Balance - new uses in Manchester centres should support both the day-time and evening/night-time economies whilst not undermining the role of the primary shopping area. When considering the impact of a proposed bar or hot food take away regard will be had to the above policy and also: • The existing number of similar establishments in the immediate area and their proximity to each other; • The type and characteristics of other uses, such as housing, shops and public houses; • The existence of vacant shop units and the condition of the unit; • The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community; • The character of the centre and its frontage, and the nature of the use proposed; • The potential impacts of the proposal on the wider community; and • Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.
Policy T 1 Sustainable Transport	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: - • Improve choice by developing alternatives to the car.

	• Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. • Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location. • Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties. • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: 1. pedestrians and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off peak traffic, 5. general peak time traffic.
Policy T 2 Accessible areas of opportunity and need	The Council will actively manage the pattern of development to ensure that new development: - • Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections • Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:- o Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park. o Links within East Manchester to employment locations, Central Park and Eastlands in particular. o Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester. o Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport. o Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre. • Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types: o District Centres o Areas not within the City Centre or District Centres The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. • Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy EN 1 Design Principles and Strategic Character Areas	All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. 1. City Centre Character Area The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes. • Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. • While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. • Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals. **[…]**
Policy EN 3 Heritage	Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.
Policy EN 4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions: • All development must follow the principle of the Energy Hierarchy, being designed: o to reduce the need for energy through design features that provide passive heating, natural lighting and cooling o to reduce the need for energy through energy efficient features such as improved o insulation and glazing o to meet residual energy requirements through the use of low or zero carbon energy o generating technologies • Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. • Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings. • Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes. • The use of building materials with low embodied carbon in new development and refurbishment schemes.

<table>
<tr>
<td>Policy EN 5 Strategic Areas of low and zero carbon decentralised energy infrastructure</td>
<td>Within Manchester it is considered that the following strategic areas, indicated on the key diagram, will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies available:
• The Regional Centre, which also includes the Oxford Road Corridor and Eastlands
• District Centres and associated major development sites
• Airport Strategic Site
• Strategic housing location
• Strategic employment locations

Within these areas new development, regeneration and retrofit projects, will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. The Council will work with all relevant stakeholders, which may include developers, landowners, residents, community groups, private sector partners, utilities companies, neighbouring authorities and other public sector bodies, as appropriate, to bring forward such plans.

Where investment or development is being undertaken into or adjacent to a public building/asset or district heating network, full consideration shall be given to the potential role that these can have in providing an anchor load within a decentralised energy network or in creating opportunities for CO2 reduction funded by contributions.</td>
</tr>
<tr>
<td>Policy EN 6 Target Framework for CO2 reductions from low or zero carbon energy supplies</td>
<td>Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO_2 emissions for all phases of the development.

Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement.

The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows
• Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).
• Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.
• Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

Non-domestic CO_2 emissions reduction targets

Table 12.2

<table>
<tr><th>Target</th><th>% Minimum requirement</th></tr>
<tr><td>Target 1: Network development area</td><td>CHP/district heating anchor

or connection or where not feasible, a 15% increase on Part L 2010</td></tr>
<tr><td>Target 2: Electricity intense buildings

(Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO2/m2))</td><td>+10%increase on Part L 2010</td></tr>
<tr><td>Target 3: Micro generation area</td><td>+15% increase on Part L 2010</td></tr>
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W</td>
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</table>

	Where the CO2 emissions reduction required under any future revision to Part L of the building regulations becomes greater than the '% Minimum requirement', the reduction required under building regulations would apply. Where the Council identifies an 'allowable solution', for example within an energy proposals plan, that would produce higher carbon reductions at no extra cost than that of achieving the '% Minimum requirement' (or required under building regulations if greater) the higher percentage reduction will be required. The cost comparison is based on the cost of incorporating the 'allowable solution' at design stage. The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance. Guidance on what the energy statement should contain and how to decide which target applies to a development proposal is given in Appendix A.
Policy EN 8 Adaptation to Climate Change	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: • Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways • The need to control overheating of buildings through passive design • The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.
Policy EN 14 Flood Risk	• In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). • In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. • All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required. • The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure.
Policy EN 15 Biodiversity and Geological Conservation	The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to: • sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);

	• other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP); • protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP); • sites that are recognised for their geological importance; • the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to: • the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks; • the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale; • the Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages; • Manchester's Climate Change Action Plan; • the Strategic Flood Risk Assessment (SFRA) for Manchester; • the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary; • the River Basin Management Plan for the North West; • the Manchester Tree Strategy. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology.
Policy EN 16 Air Quality	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
Policy EN 19 Waste	The Council will • Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate. • Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) • Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal.

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

- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-
  a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:
     Year 2010 – Code Level 3;
     Year 2013 - Code Level 4;
     Year 2016 - Code Level 6; and
  b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

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Paragraph 8 highlights that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives:

- **An economic objective** - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

- **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being, and,

- **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or

- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

  - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or

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

Paragraph 39 states that LPAs should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and

environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraph 40 states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Paragraph 96 states planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:

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

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

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

Paragraph 131 stresses the importance of creating high quality buildings and places. Good design is highlighted to be a key aspect of sustainable development, creates better places to live and work, and helps make development acceptable to communities.

Paragraph 135 states that planning policies and decisions should ensure that developments:

a) Will function well and add to the overall quality of the area for the lifetime of the development;

b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) Are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) 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;

e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and,

f) 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.

Paragraph 207 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Emerging local plan	
Draft Policy SP 1 Spatial Principles	The key spatial principles which will guide the strategic development to 2040 are: • The Core Growth Area will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality residential development. This will be focused primarily on the City Centre within the Inner Ring Road, the universities and hospitals along the Oxford Road Corridor and east towards Central Park. • The Inner Areas will be a focus primarily for residential development in the key growth locations of Victoria North and Holt Town. Provision of high quality and diverse housing around district centres which meet local needs, will also be a priority. • The Southern Area of the city will maintain its distinctive local neighbourhood character and environmental attractiveness. The key growth locations of Manchester Airport; Wythenshawe District Centre; and Christie Hospital and Wythenshawe Hospital (Medipark) will deliver economic opportunities in these locations and additional residential growth within Wythenshawe Centre.

	• The City's network of green and blue infrastructure including open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved. • New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport.
Draft Policy SP 2 Development Principles	2 Development in all parts of the City should:- • Consider the contribution high quality design and architecture makes to creating places where people want to live, work and visit. • Contribute to the delivery of net zero carbon development. • Make a positive contribution to neighbourhoods of choice including:- o creating well designed places that enhance or create character and promote social cohesion. o making a positive contribution to the health, safety and wellbeing of residents. o considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income. o take account of the local character and history, including the surrounding built and natural environment. • Ensure efficient use of natural resources and reuse previously developed land wherever possible. • Improve access to jobs, services, education, health services and open space by locating development to reduce the need to travel and provide good access to sustainable transport provision. • Assist in the delivery of spatial interventions to address health inequalities.
Draft Policy SGL 1 Strategic Growth Locations	Provision will be made for 61,000 new homes, approximately 1.4 million sqm of office development including operational and administrative functions E(g)(i), research and development E(g)(ii) and industrial processes E(g)(iii) and 50,000 sqm of industrial B2 and warehousing B8 development within the City by 2040. The primary locations for growth, development and investment are shown on Picture 8.1 'Strategic Growth Locations'and are: • Core Growth Area - the majority of 1.4 million sqm of office requirement and 42,000 homes located in: o Manchester City Centre (proposed extended area) o Holt Town o Sportcity, including the Etihad Campus o Central Park o Victoria North (part) • Inner Areas - offices and 15,000 homes located in: o Strangeways o North Manchester General Hospital o Victoria North (part) • Southern Areas - offices and 4,000 homes located in: o Manchester Airport and The Mix o Medipark and Wythenshawe Hospital o Wythenshawe District Centre Appropriate infrastructure provision will be required to support the growth and continued capacity of these areas, with particular regard to public transport, digital, renewable energy, social and utilities infrastructure. Subject to site and location details, the Core Growth Area will generally be a location where higher density development is appropriate. A balance must be maintained between the primary role of the Core Growth Area as an economic driver and its other roles in providing homes, retail, leisure and cultural uses, with these being complementary to the economic role. Managing the demand for space is vital to levering the maximum benefit to the people of Manchester whilst ensuring that any impact on existing communities is acceptable. During the lifetime of this Local Plan, it is expected that sites of strategic importance to the City will become available for development. In these circumstances, a strategic approach should be set out in a comprehensive framework and agreed by the Council.

	identifies primary locations for growth, development and investment including the Core Growth Area. The policy sets out that this is where higher density development is appropriate.
Draft Policy SG: 2 Manchester City Centre	**Manchester City Centre** The expanded City Centre is the most significant economic location outside London and will remain the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester to 2040. Development proposals will be expected to contribute to inclusive economic growth. It will be expected to support residential growth, where there is no detriment to jobs, in high quality areas and to meet demand for quality student accommodation. Development which contributes to its role as a major visitor destination of national and international significance will be encouraged. **Development in the City Centre will be required to:** • Protect and enhance the economic function of the City Centre and facilitate employment and job growth through the expansion of the boundary to include the Great Ducie Street area of Strangeways, Victoria North (part), Ancoats, New Islington, Manchester Science Park and Manchester Metropolitan University Campus. **Scale and type of Development** • Remain the primary focus for high density economic development, accounting for the majority of the 1.4 million sqm office (Class E (g)) floorspace requirement to support both existing and growth sectors by 2040. • To enable more people to access economic opportunities and attract workers to the City, provision will be made for high quality and high-density residential development of at least 200 homes per hectare, to deliver a sustainable pattern of development and 40,000 new homes from 2023 to 2040. **Areas** • Take account of the areas in which they are located by ensuring proposals are suitable in terms of the scale, massing, design, density and form. As part of this, consideration will need to be given to existing natural and built assets within and surrounding the site in the design of a proposal. • Prioritise employment-led mixed-use development within the Inner Ring Road and along the Oxford Road Corridor; outside of this area, mixed use development will be considered suitable. If the area is of strategic importance and contributes to the City's priorities this can be across a wider development area or within a single building. • Make provision for a broad range of business floorspace typologies, including Grade A offices, research and development, lab and life sciences and hybrid space. Improve existing employment space through intensification, renewal and modernisation. • Make provision for homes as part of mixed use schemes. Proposals without employment opportunities will be the exception and must have a clear justification. The City Centre should meet residential space standards and offer a range of tenures and types, including accommodation for students, professionals and families. • Ensure the Primary Shopping Area (PSA) continues to be the focus for comparison retail development falling within Planning Use Class E(a) display or retail sale of goods, followed by locations on the edge of the PSA, in accordance with Policy C 2 'City Centre Retail'. Other town centre uses may be acceptable within the PSA, provided retail E(a) remains the predominant use and the other uses support the vitality and viability of the PSA. Development within this area should provide active ground floor frontage to maintain the character and enhance the vitality of the main shopping streets. • Outside of the PSA and within the City Centre boundary, town centre uses will be considered suitable. Retail within Planning Use Class E(a) will only be permitted outside of the PSA if it does not undermine the role of the PSA and where it contributes to place making. • Retain, enhance and make provision for hospitals and health innovation facilities, life sciences, research and university provision within the Oxford Road Corridor. Proposals for other uses should be complementary to and enhance this role. • Make provision for the delivery of Northern Powerhouse Rail, increasing the capacity of mainline rail and Metrolink at Piccadilly Station, including future proposals for a high speed rail scheme. Improvements and upgrades to all city centre railway stations and their surroundings will be considered suitable to increase capacity and functioning of railway stations and support economic growth in the adjacent areas. • Make provision for new cultural, leisure and tourism facilities to strengthen and diversify the visitor economy and attraction of the City. Deliver an appropriate range of supporting facilities such as food

	and drink, hotel and conference facilities to enhance the experience and stay time of visitors and to maximise the economic contribution. • Protect and make provision for the night-time economy where it contributes to the leisure and cultural offer in the City Centre and where the impact on amenity is acceptable. • Ensure development contributes to the creation of a high-quality inclusive environment that is accessible to all and promotes permeability by creating places that are easy to move through and connect with each other and existing services. • Ensure proposals take appropriate account of relevant heritage assets and their settings, including Conservation Areas and Listed Buildings in accordance with Policy D 4 'Conservation Areas, Listed Buildings, and Registered Parks and Gardens' andPolicy D 5 'Heritage'. • Ensure proposals make provision for sustainable public transport and highway improvements, in accordance with the City Centre Transport Strategy to 2040, the Greater Manchester Transport Plan: Manchester Local Implementation Plan and any subsequent strategy or guidance adopted in the future. • Support the objective to be net zero carbon by 2038. Proposals will deliver energy efficient development through sustainable design and construction and utilise renewable and low carbon energy and be in accordance with policies in the Zero Carbon and Resilience Chapter. • Ensure development enhances and relates well to existing areas of open space and improves quality and public access to areas of open space. Public realm will also be enhanced and where appropriate provided as part of development proposals. • Ensure that any development is safe from and mitigates for potential flood risk from all sources including the River Medlock, River Irwell and surface run off and does not increase the flood risk elsewhere. • Developments should demonstrate their climate resilience, including Sustainable Drainage Systems (SuDs), the reduction of surface water flooding and mitigation of the urban heat island effect. • Improve safety and promote positive social contact, behaviours and community cohesion, including through creation or enhancement of effective places to dwell and through increased natural surveillance. • Ensure proposals promote civil resilience and mitigate the risk of potential terrorist attacks through recognised urban and landscape design solutions.
Draft Policy SGL 3 City Centre Areas	**City Centre Areas** Regeneration and major redevelopment will be focused in the following areas to 2040. Development will be expected to be of a high quality design and, where one exists, be in accordance with the principles set out in a masterplan or regeneration framework agreed by the City Council. Development should be well integrated into the wider area and contribute to the success and strong sense of place. **[…]** **St Mary's Parsonage** Located in the western area of the City Centre, St. Mary's Parsonage is well located in relation to Spinningfields, the Primary Shopping Area and City Centre Salford. The design and layout of proposals will be expected to consider the setting of iconic buildings such as Kendals and relate positively to the River Irwell by providing views and access, where appropriate. Development proposals which maximise the potential of the area with high density mixed-use office and residential uses will be considered suitable. Proposals will be expected to consider the reuse of suitable buildings, including Listed Buildings and those contributing positively to the character of the area. New development will be expected to contribute to the creation of an attractive urban area complementing the Conservation Area. Development is expected to reduce the dominance of the car whilst retaining the accessibility and permeability through the site. Proposals will enhance Parsonage Gardens, a valued green space in the City Centre, with active ground floor uses fronting the gardens. **[…]**

Draft Policy EC 1	Within Manchester, to build a strong, responsive and competitive economy, suitable office, industrial and warehousing land will be made available to support sustainable growth, innovation and improved productivity, and enable the coordination and provision of infrastructure and digital technology. The following are identified as the key employment areas, making provision for at least 1.4 million sqm of accessible office floorspace and continuing to be the focus for industrial and warehousing, where appropriate. Core Growth Area 1. City Centre 2. Sportcity 3. Holt Town 4. Central Park North (off Oldham Road) 5. Central Park South (off Oldham Road) Inner Areas 6. Ardwick Goods Yard 7. Strangeways Employment Area 8. North Manchester General Hospital Sustaining Southern Competitiveness 9. Manchester Airport – including Global Logistics 10. The Mix – Airport City North 11. Wythenshawe Hospital 12. MediPark 13. Roundthorn Industrial Estate 14. Sharston Industrial Estate 15. Christie Hospital Existing business parks 16. Manchester Business Park, Aviator Way at Manchester Airport 17. Atlas Business Park 18. Manchester Green Styal Road 19. Siemens Business Park 20. Towers Business Park Development will be expected to contribute towards continued sustainable economic growth, including: • Improving access to jobs for all via public transport, walking and cycling; • Social Inclusion for example improving access to job opportunities through construction jobs, training and job information; • Provision of a variety of employment spaces; • Enhancing digital infrastructure and access to businesses and residents; • Creating business destinations with ancillary commercial facilities; • Improving connectivity to markets, goods, supply chains and skills, through new and improved links to international and home markets. Within Employment Growth Locations, proposals for the redevelopment and regeneration of a site will be expected to retain small and independent businesses at risk of displacement, particularly within the arts, culture and leisure uses which provide local employment, drive footfall and contribute to place making. Proposals should set out a strategy for the retention or relocation of employment as part of the proposal, where possible.
Draft Policy EC 3 Existing Employment Space	Proposals for the upgrading, refurbishment and redevelopment of existing offices, industrial/business estates, premises and sites will be supported. Development within existing employment areas for alternative uses will only be permitted where it can be demonstrated with evidence that: a. the development relates to ancillary services which will support the employment area by making it more sustainable, viable and/or attractive; b. the site is no longer suitable or viable for employment uses and does not contribute to the City remaining economically competitive;

	c. the proposal will not undermine the viability of existing employment uses in close proximity to the site; or d. the alternative use is in accordance with, and offers greater benefits to, the Local Plan vision and objectives and does not undermine the Plan's overall Spatial Strategy.
Draft Policy ZC 1 Sustainable Design and Construction	All new developments shall support sustainable development through, where possible: a. including the reuse and/or refurbishment of existing buildings within the site where appropriate. Where a building/buildings are to be demolished a Demolition Justification Statement should be submitted. b. adopting the principles of the energy hierarchy as set out in policy JP-S2 of Places for Everyone(13) with: o new build residential development meeting the fabric energy efficiency required under the Manchester Net Zero Carbon Building Standard or an accepted equivalent standard o residential conversions, refurbishment, extensions and changes of use should be designed to achieve BREEAM Domestic Refurbishment excellent rating or appropriate sustainability measures o new build non-residential, refurbishment of existing buildings and conversions of 1,000m² or more meeting the Manchester Net Zero Carbon Building Standard or an accepted equivalent standard o minor non-residential development under 1000m² achieves BREEAM very good rating or meet the standard required by any subsequent revision to building regulations. c. ensuring the efficient use of natural resources and materials accounting for the energy, carbon emissions and other environmental impacts arising from construction and end of life demolition and disposal. For major development the proposals should take action to reduce life-cycle carbon emissions demonstrated through a Whole Life Cycle Carbon Assessment(14) d. minimising the need to travel and encourage walking, cycling and the use of public transport instead of by private car and in non-residential developments encourage the more sustainable movement of freight through the location and form of development e. delivering a density of development that makes the most of accessible sites and encourages the efficient use of land f. incorporating the installation of electric vehicle (EV) points where appropriate to at least the level required by Building Regulations Part S or any subsequent standard g. ensuring the design of new developments is sufficiently flexible and adaptable to enable future changes of use or layout and facilitate future adaptation and retrofitting h. designing development, through its layout, orientation, form and massing and through the use of green and blue infrastructure, to minimise the overheating of buildings and provide comfortable external spaces in hot weather and conserve water supplies. Where appropriate to its context, this should include the integration of green/living walls and the use of living roofs with sufficient substrate depth to maximise cooling benefits. Development proposals should demonstrate through a Sustainability Statement/ Assessment how the above have been met
Draft Policy ZC 2 Towards Net Zero Carbon	The council will expect new development, unless it can be demonstrated that it is not practical or financially viable, to achieve the net zero targets for residential and commercial development as follows: • All residential proposals should achieve a site average (and preferably on-plot) space heating demand of 15-20 kWh/m²/yr and a site average total energy demand of 45 kWh/m²/yr, achieved through a 'fabric first' approach to construction. • All non-residential proposals should achieve a site average space heating demand of around 40 kWh/m²/yr and a site average total energy demand of 70 kWh/m²/yr. a) Energy Demand Reduction i. All developments should minimise the demand for heating, cooling, hot water, lighting and power through the inclusion of energy efficiency measures and in line with the energy hierarchy ii. In relation to existing buildings, retrofitting them with measures to reduce energy consumption, in a manner consistent with any heritage interest iii. Meet any remaining heat/cooling demands in a sustainable way as set out below. • The operational energy use (both regulated and unregulated) of a proposed development shall be considered at the design stage, to minimise any performance gap. This should be demonstrated

	through modelling using Passivhaus Passive House Planning Package (PHPP), Design for Performance, NABERS UK Design or CIBSE TM54. • Compliance with the energy efficiency and renewable energy provisions and presenting the carbon savings achieved across each step of the energy hierarchy (demand reduction, efficient supply, renewable and other low carbon technology) • any residual operational regulated carbon emissions (over the course of 30 years) will be calculated and offset to zero How these requirements will be met should be demonstrated through a detailed Energy Statement set out as part of its Sustainability Statement based on expected end user requirements. This will indicate, using site relevant evidence, how the development has sought to maximise reductions in carbon emissions through energy efficiency measures. Where end user requirements change significantly, an updated Energy Assessment should be submitted prior to construction. Where existing buildings are being converted into new uses and it is not feasible for the full CO2 emission reduction to be met, the Energy Statement should show that anticipated emissions have been reduced to the lowest practical level utilising an energy hierarchy approach. **b) Renewable Energy** All developments should, where feasible and possible, incorporate the use of renewable and low carbon energy on site including connecting to district heating networks which should be detailed in the Sustainability Statement/ Assessment. **c) Carbon Offsetting** Offsetting will only be considered an acceptable solution to net zero carbon requirements if it can be demonstrated that carbon reductions achieved via on-site measures (and near site renewables) are unfeasible or unviable and once on-site CO2 reduction requirements for energy efficiency and renewable energy measures have been met.
Draft Policy T1 Transport Principles	To deliver a world class, integrated transport system for Greater Manchester, achieve the modal shift from private vehicles to public transport, shared mobility and active travel and contribute to zero carbon, road danger reduction and sustainable economic growth, the Council will support proposals that: • Enable and remove barriers to travel and access by public transport and active travel, and only enable the minimum necessary quantum of trips by private vehicle. • Promote sustainable economic growth, a reduction in carbon emissions, improve equitable access to services and positively contribute to delivery of the Greater Manchester Transport Strategy 2040, the Manchester Climate Change Framework, City Centre Transport Strategy 2040 and subsequent updates to these documents. • Contribute to delivery of the Network Plan of walking, wheeling and cycling routes in the Manchester Active Travel Strategy and Investment Plan (MATSIP) and any subsequent updates. • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better bus and rapid transit priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods, particularly including freight consolidation facilities for cycle logistics. • Facilitate delivery of electric vehicle charging infrastructure, subject to their appropriate design and location. • Are located and designed, through their internal and site layout, public realm and transport infrastructure, to prioritise users according to the following hierarchy, in order of preference, as set out in Places for Everyone policy JP-C1: o Pedestrians and people using mobility aids; o Cyclists, powered two wheelers and public transport users; o People doing business or providing services (such as taxis/private hire, deliveries or waste collection); o People in personal motorised vehicles.

Draft Policy T2 Sustainable Location of Development	The Council will actively manage the pattern of development to ensure that new development: - • Is located to ensure access by convenient, frequent and high-quality public transport and active travel. • Is easily accessible by walking, wheeling, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. • Will be designed to prioritise practical, safe and convenient access and use by sustainable transport modes, namely walking, cycling and public transport and must include accessible parking provision. • In the City Centre, as defined in the Policies Map, development will be permitted to include appropriate car parking provision to meet the needs for persons with disabilities; emergency vehicles; and vehicles accessing to provide services to businesses within the City Centre. Additional parking required beyond these categories will be considered in relation to how it will complement the Council's approach to sustainable transport within the City Centre. • In all areas beyond the City Centre, will seek to minimise associated vehicle parking, taking into account the proximity to high-frequency public transport provision, particularly Metrolink and rail services. Provision of consolidated parking at the edge of major developments should be considered, at levels which can be demonstrated to align with the aims of emerging Manchester transport strategies including the Local Implementation Plan and Parking Strategy. • Evidence to justify parking provision associated with development proposals should be provided in a reasonable and proportionate Transport Assessment according to the requirements in Places for Everyone Policy JP C8. • In all parts of the City, proposals will provide cycle parking in line with national guidance (LTN 1/20). • Where development would be likely to lead to levels of off-site car parking that would have an adverse impact on the surrounding area, appropriate mitigation measures will be required
Draft Policy T4 Digital Infrastructure	To enable digital infrastructure in Manchester to be secured now and in the future, development proposals should: • ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments. • meet expected demand for mobile connectivity generated by the development • take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation • support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.
Draft Policy D 1 Design Principles	All development will be required to create high quality places, both in terms of design of individual building; and how development combines to create a sense of place and relate to the wider context. The key principles to incorporate include: • Reinforce qualities of local character by consideration of existing context and character; rooted within a sense of place; incorporate high quality materials and details; and are of an appropriate scale. • Addressing the needs of diverse and inclusive communities. • Demonstrate how the design responds to street hierarchy including the contribution to safe and active streets with opportunities for surveillance. • Taking into account connectivity and the wider transport network that facilitates and encourages walking and cycling; and enhances way finding and legibility. • Respond positively to landscape context and connect to blue and green infrastructure network. • Offer appropriate solutions for car parking, cycle and bin storage that do not dominate the street scene. • Future proof from climate change by reducing need for energy in the design of the development, build in adaptability, and apply solutions that consider retrofit and reuse first. • Address key standards and amenity issues including space standards, storage space, opportunities for daylight, and sufficient private amenity space in the most appropriate locations. Further guidance will be set out in the supporting document to the Local Plan - Residential Quality Guidance.
Draft Policy D 2 Character Areas	All development should demonstrate how proposals consider the distinct character areas of the city. • City Centre; The main opportunity area for growth with a significant presence of heritage and concentration of listed buildings, requiring development to enhance and complement the historic

	legacy and provide skyline interest, with high quality innovative and contemporary designs that promote active frontages. • Arterial Routes: Arterial routes often characterised by gateway and landmark buildings with distinctive landscape character such as Wilmslow Road. Promote high quality tall buildings on key radial routes with a focus on improving public realm, enhancing landscape features and, where possible, providing street trees. • River Valleys and Canals: Respect and enhance landscape character, topography and views, and promote connectivity. New development should respect the industrial legacy of the canals and structures, with complementary and innovative new buildings having regard to materials and appearance. There should be an emphasis on mending fragmented character with high quality public realm that improves the pedestrian experience. • Higher Education Precinct (HEP): This area has a concentration of education and medical institutions characterised by larger massing and footprints. Development should enhance and complement the historic context with innovative contemporary buildings and high-quality public realm. • Central Arc: An area of change where new building types can be introduced. These should feature innovative high quality designs with connected streets and new high quality public realm. • Southern and Northern Suburban Areas: Predominantly residential areas with a verdant character and legacy of historic built form and street patterns. New development should respect and complement prevailing suburban and historic built forms, building typology, materiality and landscape features. There may be scope for some increase in scale and massing in district centres and in landmark locations. Special regard must be given to the distinctive qualities of conservation areas and their settings. • Eastern Area: This part of the city comprises areas with key opportunities for further regeneration. There is potential to improve the townscape and create a high-quality new identity and built form in areas where the townscape has been fragmented. Existing building typologies and spaces characterised by denser built form could be enhanced with high quality new development and landscape features where appropriate, with an emphasis on creating an attractive streetscape. • Heaton Park: A continuation of its historic landscape character as parkland with informal groups of trees, to enable the accommodation of the existing range of leisure activities, is expected. • Wider Wythenshawe and Airport: Garden village qualities of the area to be carried through to new development with an emphasis of enhancing landscape features and public realm.
Draft Policy D 4 Conservation Areas, Listed Buildings, and Registered Parks and Gardens	New development will conserve or enhance the significance of Conservation Areas taking into account their special character and setting, and will: • Conserve the unique and distinctive townscape characteristics and features of the conservation areas including landscape character, boundary treatments, walls, gardens, open spaces and trees. • Preserve or enhance key views and vistas. • Expect high quality design in new development that enhances the historic an architectural character. • Use high quality materials and detailing appropriate to the context. • Refurbish or replace buildings that have a negative impact on the area and take opportunities to better reveal the significance of the area. • Resist harmful incremental changes where the cumulative effect erodes the special character. • Take account of any further guidance and frameworks approved by the Council. Listed Buildings Alterations to listed buildings and their settings will conserve their significance, restoring original architectural detail and historic fabric through: • Development affecting settings of Listed Buildings should take opportunities to enhance or better reveal their significance. • Taking opportunities to reinstate internal and external features of special architectural or historic significance and remove harmful features. • Ensuring change of use and adaption will be consistent with their long term conservation particularly those which have been identified at risk. • Resisting the demolition of Listed Buildings in whole or in part or the removal or modification of later features of interest. Ensuring work is informed by appropriate specialists and carried out to high quality conservation standards. Registered Parks and Gardens.

	• Proposals affecting registered parks, gardens and open spaces must conserve their significance including setting and will: • Take opportunities to reinstate landscape or built features that contribute positively to their historic interest. • Remove harmful landscape and built features.
Draft Policy D 5 Heritage	Manchester has a distinctive historic environment with a concentration of heritage assets in the city which contribute to the character, economy, sustainability, culture and quality of life. Development affecting Heritage assets will positively conserve or enhance their significance as an integral part of sustainable growth, and will: • Describe and assess the significance of the heritage asset which will inform proposals for their positive conservation. • Ensure heritage assets and their settings are conserved and enhanced in a manner appropriate to their significance. • Secure the continued beneficial use of heritage assets while allowing them to meet changing needs and adapt to climate change. • Ensure heritage is at the heart of place making and sustainable growth, responding positively to the distinctive character of our heritage assets and delivering high quality buildings and spaces which enhance their settings. • Avoid harm to the significance of heritage assets, but where unavoidable clearly demonstrate the public benefit of the proposals and seek to mitigate the harm in all cases. Non-designated Heritage assets (NDHAs) Non-designated heritage assets including local buildings and structures of merit, archaeology, and open spaces will be conserved. When assessing Proposals affecting NDHAs a balanced judgement will be made regarding the scale of any harm or loss of the asset and the public benefit of the development.

APPENDIX 3 – Green and Blue Infrastructure Statement

GREEN BLUE INFRASTRUCTURE STATEMENT	
Site	Maybrook House
Date	4 June 2026

Introduction

1.1 This Green and Blue Infrastructure Statement accompanies a planning application for the Change of Use and refurbishment of Maybrook House from a vacant office on the upper floors, to a hotel, with the retail uses on the lower floors retained for an active frontage. The proposals also involve the erection of a 2 storey vertical extension.

1.2 This Statement sets out how the proposed development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy, updated by Manchester City Council in 2022.

The Green and Blue Infrastructure Strategy 2022

1.3 Manchester City Council (MCC) adopted *Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015–2025* in July 2015, with a subsequent update published in 2022. The Strategy sets out the key priorities, challenges, and initiatives required to deliver its long-term vision for the city's green and blue infrastructure network.

1.4 MCC recognises that green and blue infrastructure plays a fundamental role in creating an attractive, sustainable, and liveable city. Elements such as parks, river corridors, private gardens, street trees, green roofs, canals, and other natural features contribute to an interconnected network that complements and enhances the built environment.

1.5 The Strategy's overarching vision is that, by 2025, Manchester will benefit from climate-resilient, high-quality, and well-maintained green and blue spaces embedded across all neighbourhoods. Residents will enjoy healthier and more active lifestyles through improved access to parks, open spaces, and safe walking and cycling routes, while green and blue infrastructure will continue to support the city's ongoing growth and development.

1.6 The Strategy provides guidance for developers on incorporating green and blue infrastructure into new schemes. It recognises that approaches will need to be tailored to the scale, type, and location of individual developments. By integrating green infrastructure

considerations at the earliest stages of the design process, developers can better understand the surrounding landscape, identify opportunities for enhancement and connectivity, and deliver green and open spaces that add value to both the development and the wider area.

Assessment of the Proposed Development

1.7 Whilst the proposals do not include significant new areas of green or blue infrastructure, given the constrained city centre location and the retention and refurbishment of an existing building, the development supports the objectives of the Strategy in a number of ways as described below.

Objective	Response from the Proposed Development
1. Improve the quality and function of existing green and blue infrastructure	The proposals involve the sustainable refurbishment and reuse of an existing building in a highly sustainable city centre location. By bringing underutilised floorspace back into active use and improving the appearance and environmental performance of the building, the development will contribute positively to the visual amenity and quality of the surrounding townscape and wider urban environment. The site is located in close proximity to the River Irwell and associated riverside routes and other public realms, including St Anns Square, helping to reinforce the role of existing blue infrastructure assets within the city centre.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth	The scheme represents the sustainable and efficient reuse and intensification of a previously developed brownfield site. Through the retention and refurbishment of the existing structure, the proposals support sustainable growth whilst minimising resource consumption and embodied carbon associated with demolition and redevelopment. The development will contribute to the vitality and economic success of Manchester City

	Centre by providing hotel accommodation that supports tourism, leisure and business activity.
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond	The site occupies a highly accessible city centre location with excellent pedestrian links to the River Irwell corridor, Cathedral Gardens, Parsonage Gardens and other public open spaces. The proposed hotel use is a car free design, and will encourage visitors to access these assets on foot and by public transport, supporting wider connectivity between key destinations and existing green and blue infrastructure networks throughout the city centre.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides for the residents, the economy and the local environment	The proposed hotel use will accommodate a diverse range of visitors, including tourists and corporate travellers, increasing opportunities for people to experience Manchester's network of green spaces and public realm assets. The highly sustainable location encourages walking and exploration of the city centre, helping to support awareness of the environmental, recreational and economic benefits that green and blue infrastructure contributes to Manchester's attractiveness as a place to live, work and visit.

Summary

1.8 This Statement assessed the proposed redevelopment of Maybrook House the objectives of Manchester's Great Outdoors: A Green and Blue Infrastructure Strategy (2022). Whilst the nature of the proposal and the constrained city centre location limit opportunities for the provision of significant new green and blue infrastructure, the scheme supports the Strategy's objectives through the sustainable reuse and refurbishment of an existing building in a highly accessible location.

1.9 The proposals will bring vacant and underutilised floorspace back into active use, improve the appearance and environmental performance of the building, and support the vitality and

economic success of Manchester City Centre. The development also benefits from excellent access to existing green and blue infrastructure assets, including the River Irwell corridor, Parsonage Gardens and other public spaces, encouraging sustainable travel and active lifestyles. Overall, the proposals represent an efficient use of a brownfield site and make a positive contribution to the wider environmental, social and economic objectives of the Green and Blue Infrastructure Strategy.