

Application Number	Date of Appln	Committee Date	Ward
145583/FO/2026	31 March 2026	22 Oct 2026	Piccadilly Ward

Proposal Erection of a 17-storey residential apartment building (Use Class C3 (a), with associated access, amenity, landscaping, public realm, infrastructure and other associated works following demolition of existing vacant building on site

Location Land At 85 Rochdale Road, Manchester, M4 4HY

Applicant Mr JP Singleton, McGoff Group Projects Ltd

Agent Vanessa Rowell, WSP

EXECUTIVE SUMMARY

The proposal would create 153 homes in a 17-storey building with public realm and landscaping following demolition of existing structures.

93 objections, and one support, have been received. Objections have been received from the Marble Arch Public House, the Victorian Society and the Campaign for Real Ale (CAMRA).

Key Issues Principle of the proposal and its contribution to regeneration The proposal accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a brownfield site in a highly sustainable location close to NOMA and Victoria Station. The homes would be available on a Build to Rent (BTR) basis. The proposal accords with the objectives of the Northern Gateway SRF. It would help to reduce carbon and provide innovative solutions for surface water drainage and biodiversity improvements. The presumption in favour of sustainable development applies and developments in settlements should be approved unless the benefit of doing so would be substantially outweighed by any adverse effects.

Economic The 153 homes would support the City's growing population. This is a key economic driver and is vital to a successful and thriving economy. Construction jobs would be created.

Social A local labour agreement would prioritise Manchester residents for construction jobs. Public realm, linkages and green spaces would be created.

Environmental This is a low carbon proposal in a highly sustainable location. It would be car free and the travel plan would encourage residents to walk, cycle and use public transport. The public realm, green spaces and linkages would contribute to place making. Trees and planting would improve biodiversity and create wildlife habitats. Surface water risk would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source.

The site is contaminated, but the conditions are not unusual and do not present a risk to human health or the environment subject to an appropriate remediation strategy. The height, scale and appearance would be acceptable. Secured by Design principles would ensure the proposal is safe and secure. Waste management would prioritise recycling.

Impact on local residents and businesses The impact on daylight/sunlight, overlooking and wind conditions are acceptable. Construction impacts could be managed. Noise outbreak from plant would meet relevant standards and operational impacts could be managed.

Impact on the historic environment Harm would occur to the setting of a designated heritage asset, including the total loss of a non designated heritage asset. This would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with policies HE6 and HE7 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990. The provision of new homes should be given substantial weight in the planning balance.



Proposed development along Rochdale Road in context of the Marble Arch Public House and Phase 1

A full report is attached below for Members consideration.

Additional Background Documents

The following documents are additional background documents to this report and can be found at the City Council website:

- Northern Gateway Strategic Regeneration Framework (SRF)

Introduction

The application was reported to the Planning and Highways Committee on 24 September 2026, where Members deferred of the application pending a site visit.

Description

This 0.14-ha site is bounded by Gould Street, Rochdale Road and Downtown Victoria North 1, at 87 Rochdale Road which completes this year. The site is largely hardstanding and has been used as a surface car park. The former Victoria Hotel, two-storeys, at 85 Rochdale Road, occupies the east of the site.

There are homes and surface car parks in the surrounding area. The Marble Arch Public House (Grade II) is to the South East. To the northwest is a large split-level site bounded by Gould Street, Williamson Street, Bromley Street and Bilbrook Street, used as two, 24 hour car parks. A 55 metre high telecoms mast is in the south east corner, with National Grid infrastructure in the centre, including a Pressure Reduction Station and compound which controls gas flow in the network.

The site is part of Victoria North and is identified in the 'Northern Gateway SRF', which seeks to transform the area with residential led development. The creation of 15,000 homes is anticipated along with place making and infrastructure. Homes have been developed at Angel Gardens, Victoria Riverside and on the adjacent site at Victoria North 1.

The area is highly sustainable. The Northern Quarter, Ancoats and NOMA provide access to retail, amenities and services and a vibrant evening economy. Victoria Station provides access to trains, trams and bus services.

The site is not in a conservation area but there are listed buildings nearby at: Marble Arch, warehouse on the corner of Simpson Street, Sharp Street Ragged School, Cooperative Press, Union Bridge and Charter Street Mission (former Charter Street Ragged School and working girls home), all Grade II. The Lancashire and Yorkshire Railway Viaduct, Alexandra Place, 18-20 Rochdale Road, CWS Tobacco Factory, Gould Street and Angel Meadow are non-designated heritage assets.

The site is in the Air Quality Management Area (AQMA) along Rochdale Road and is in flood zone 1, where the risk of flooding is low.

The Proposal

The scheme would be the second phase of Downtown Victoria North 1. 153 homes are proposed following the demolition of all existing structures. 50 x 1 bed (32.7%);

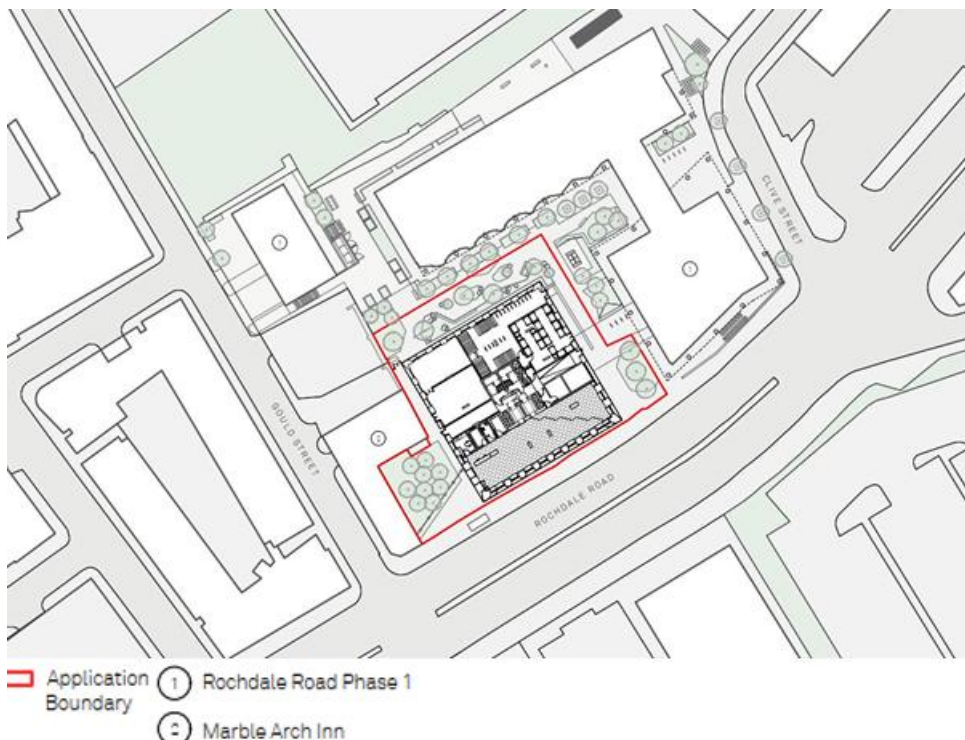
96 x 2 bed (67%) and 7 x 3 bed (4.6%) homes are proposed. 160sqm of flexible amenity space would be on the ground floor. All the homes would meet Manchester's space standards and be M (4) 2 complaint. This is a car free proposal with 108 secure cycle spaces.

The proposal would be integrated with Downtown Victoria, through a shared garden and active ground floor uses. The on-site management, servicing and amenity spaces would be shared.

The planning permission for Victoria North 1 (Phase 1) included the application site as landscaped area associated with that development. This building associated with this application would encroach into that landscaped area and replace it with the proposed building.

An amendment has been sought by the applicant to the planning permission for Vicotria North 1 (Phase 1) (145591/JO/2026). This permission includes a planning condition that in the event the proposal subject to this application (subject to planning approval) does not come forward within a specified time period, the original landscaping works shall be implemented.

A proposed landscaped area would separate the Marble Arch from the proposal by 13 metres and provide space next to the listed building. Tree planting, rain gardens and amenity spaces would create an enhanced green edge to Rochdale Road.



Application site including shared public realm and relationship with adjacent buildings

The building would be 17 storeys. The design would express the ground, middle and upper levels of the building, articulated by a strong vertical and horizontal grid which would create texture and depth.

The Planning Submission

This planning application has been supported by the following information:

- Heritage Statement;
- Noise Assessment;
- Affordable Housing Statement;
- Air Quality Statement;
- Broadband Connectivity Assessment;
- Crime Impact Statement;
- Community Involvement Statement;
- CEMP / Waste Management;
- Demolition Phasing Plan and Method Statement;
- Daylight / Sunlight;
- Design and Access statement;
- Preliminary Ecological Assessment and BNG Exemption;
- Flood Risk Assessment and Drainage;
- Phase 1 Site Investigation;
- Lighting Assessment;
- Tall Buildings Statement;
- Transport Statement/Travel Plan;
- Wind Report;
- Energy Statement, Upfront Carbon Assessment and Overheating Report;
- Landscaping Plans;
- Townscape and Visual Impact;
- Archaeological Assessment;
- Blue and Green Strategy Response;
- TV and Radio Reception Impact Assessment;
- Local Labour Agreement;
- Fire Statement;
- Financial Viability Assessment;
- Management Strategy;
- Waste Strategy;
- Residential Standards.

Planning History

Planning permission 131708/FO/2021 for 87 Rochdale Road 'Downtown Victoria North 1' for a part 11, part 13 storey building forming 237 homes with commercial floor use and basement parking, landscaping and public realm. The works are due to complete this year.

Planning permission was also secured in 2020 (now expired) for 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments with associated public realm on an adjacent site.

Consultations

Publicity - The proposal has been advertised as a major development, impacting on the setting of a listed building and being of public interest. Site notices were displayed. Notification letters have been sent to local residents and businesses.

Local residents/public opinion/local businesses

One support notes that this is a much needed development in a central location.

93 Objections have been received. The comments can be summarised as follows:

- The tall building would dwarf and overshadow the adjacent grade II pub.
- The former shop should be preserved as part of the proposals;
- The proposal should include social housing. Victoria North should not be just for better off people. Developments in Manchester (or anywhere else) should have sufficient social housing.
- Light would be cut off from the pub garden and the only shop in that area would be lost.
- There are too many noisy apartment blocks in this area of Ancoats and Piccadilly. It will ruin the character of the area and ruin the local environment.
- The risks of harming the setting, character, and visual prominence of the pub. The scale and nature is incompatible with the historic environment and would undermine the buildings architectural significance and historic streetscape.
- The scale and density is excessive. The height, massing, and visual appearance would be out of keeping with the character of the area.
- The risks of creating an overbearing presence that would negatively affect both residents and local businesses.
- The proposal is likely to result in significant loss of daylight and sunlight to neighbouring properties and public spaces. Increased overshadowing would affect residential amenity and the enjoyment of outdoor areas, particularly around the Marble Arch and surrounding buildings.
- Concerns regarding overlooking and loss of privacy for residents and businesses. Windows, balconies, and elevated viewpoints in the development could create intrusive sightlines into nearby homes and private spaces.
- Increase traffic congestion and place additional strain on parking and servicing arrangements. Increased vehicle movements in a busy area could negatively affect highway safety for pedestrians, cyclists, residents, and visitors.
- The construction phase and the long-term operation would generate unacceptable levels of noise and disturbance. This could have a detrimental impact on residents, businesses, and the wider community atmosphere surrounding the historic pub and neighbouring properties.
- There is a lack of affordable housing.
- No infrastructure such as retail to support an additional 300+ people.
- The Marble Arch is probably Manchester's finest pub. It's an historic and beautiful building which would be completely swamped. The beer garden would have any sun blocked. There are already far too many of these huge towers in the city.

- Leaving a tiny 13-meter gap for a "pocket park" doesn't change the fact that this tower is way too big and totally out of place next to a historic landmark. Total overdevelopment and ugly design.
- There will be drilling, dust, and heavy vibrations right next to a fragile, old listed building.
- It would cast a substantial shadow over neighbouring residential properties and result in an unacceptable loss of daylight and sunlight to buildings such as Ludgate Hill. Currently 72% of the building reaches the target of 27% VSC, but only 23% after construction, a 49% reduction. Our building has floor to ceiling windows that span the width of the apartments and any reduction will be massively noticeable. The proposal negatively impacts right to light and overall quality of life.
- The upper-floor apartments and balconies will result in direct overlooking into the habitable rooms and private gardens of adjacent properties, severely compromising the privacy of existing residents.

Marble Arch Public House have prepared a planning statement and independent heritage report assessing the impact of the development on the listed building.

The proposal would harm the setting and significance of the Grade II Listed Marble Arch. The existing openness of the application site contributes positively to the appreciation of the pub and the tower would dominate and overwhelm the Marble Arch, distracting attention from it and diminishing its significance. The harm is significant and amounts to substantial harm when assessed against national heritage policy. The concern is not that the building is tall, but also from its extraordinary proximity to the listed building. It would be 3 metres from the Marble Arch at its closest and would fundamentally alter the way in which the heritage asset is experienced and appreciated.

The proposal would replace one of the last remaining areas of openness adjacent to the pub with a substantial 17-storey structure which would be visually overbearing and oppressive.

The scheme would deliver 153 homes, but none would be affordable. The proposal fails to provide one of the principal social benefits ordinarily associated with major residential development.

Manchester has a healthy housing land supply and the tilted balance in paragraph 11(d) of the National Planning Policy Framework is not engaged. Whilst the delivery of additional market housing is a benefit, it should not attract the exceptional weight that might be afforded in circumstances where a housing land supply shortfall exists.

The proposal would not enhance the setting of the pub or create a meaningful gateway space but would erode the openness around the listed building and diminish its prominence within the townscape.

The public benefits relied upon by the applicant are not sufficient to outweigh the identified heritage harm.

The proposal therefore represents a missed opportunity to deliver a scheme that responds positively to its historic context whilst still providing housing and regeneration benefits.

The proposal involves substantial excavation and piling operations in very close proximity to the listed building and its cellar and this should be supported by a robust assessment of structural risks

The nearest piled foundation would be approximately 1.5 metres from the walls of the Marble Arch and its cellar. A detailed assessment has not been provided demonstrating the likely vibration, settlement or structural impacts upon the Marble Arch, its cellars or boundary walls. Without this, the Council cannot be satisfied that the proposal would preserve the significance of the listed building or avoid harm during construction. There is insufficient information available to demonstrate how the significance and fabric of the listed building will be safeguarded throughout the construction process.

Should the Local Planning Authority be minded to approve the application, a comprehensive condition survey of the listed building should be undertaken by an appropriately qualified conservation specialist appointed on behalf of Marble Beers and funded by the applicant. This should include the external elevations, roof structure, cellar and significant internal features and establish a detailed baseline condition prior to commencement of any works.

The applicant should be required to make good any damage arising from demolition, excavation, piling or construction activity and should fund all remedial works identified through ongoing monitoring of the building during the construction process. The application provides insufficient information regarding how the continued operation of the public house will be protected during what is likely to be a prolonged construction programme.

The construction activity could generate prolonged periods of vibration, noise, dust, restricted access and general disruption. Whilst construction impacts are often described as temporary, the reality is that the construction of a 17-storey building is likely to extend over a considerable period and comes on the back of ten years of significant regeneration locally. The application fails to adequately explain how customer access, deliveries, servicing arrangements, vibration impacts, construction traffic and business continuity will be managed throughout the construction period.

The Marble Arch supports 20 jobs. Any sustained reduction in trade arising from prolonged construction activity therefore has implications not only for the business itself but also for local employment and economic activity.

It remains unclear whether the established outdoor hospitality areas associated with the Marble Arch have been specifically assessed, it appears they have not. It is also unclear whether the private amenity space at first floor level, the garden of the first floor flat, has been assessed. Both these areas include the pub's beer garden and the first-floor roof terrace of the flat.

As the tower would be immediately adjacent to these areas, concerns remain regarding draught, wind acceleration and the suitability of these spaces for continued outdoor use.

The proposal would affect the roof terrace associated with the residential accommodation above the Marble Arch. Whilst the applicant's assessment seeks to quantify sunlight and daylight effects in isolation, it does not adequately address the cumulative impact of reduced sunlight, reduced daylight, increased enclosure and the presence of a 17- storey building only a few metres away. The roof terrace is an established private amenity space and the resulting sense of enclosure would be substantial. The proposal would introduce an unusually close relationship between this private residential garden and a building of considerable height and mass, materially diminishing the quality and enjoyment of the space.

The proposal would also affect the residential accommodation associated with the Marble Arch. In particular, the principal hall window serving the flat above the public house would be located approximately 13 metres from the proposal. Such a relationship is unusually close for a development of this scale and would give rise to concerns regarding outlook, enclosure and an overbearing presence. Whilst this window may not fall within the scope of the applicant's BRE assessment, it nevertheless contributes to the amenity and character of the residential accommodation and forms part of the impact of the proposal on the Marble Arch.

There are habitable room windows in tens of flats that will directly face the first floor roof terrace of the flat of the Marble Arch. These windows are 3 metres away from the private roof terrace and rise up for 16 storeys. The proposal would create an unusually intense overlooking relationship between the homes and the private roof terrace. The terrace would be overlooked by a substantial number of habitable room windows. This would materially diminish the enjoyment of the space and further contribute to the overbearing relationship.

The application proposes no affordable housing provision. Non-compliant position has been justified through a Financial Viability Assessment. There are concerns with this approach.

The adjacent scheme was approved following independent viability review. The Committee Report stated that the development would not be viable if affordable housing were included and accepted a benchmark land value of £1.215 million together with a developer return of 17% on GDV. By contrast, the current application adopts a benchmark land value of only £566,500 and a target developer return of only 15% on cost, yet still concludes that the development is significantly unviable. With affordable housing the scheme is said to return a loss and even with 100% market housing the scheme is reported to return a loss.

The applicant has not explained why assumptions for the adjoining site 131708/FO/2021 should now be disregarded.

It is unclear how a scheme promoted by the same developer, in the same regeneration area and benefiting from the same strategic investment context can generate such markedly different viability outcomes. Particularly when the earlier

scheme was assessed during a period of substantially higher construction cost inflation, higher borrowing costs and greater market uncertainty.

It is very clear however that the absence of affordable housing materially reduces the public benefits arising from the development.

A supplementary representation has also been received and can be summarised as follows:

1. The 13-metre separation distance is not the minimum separation between the proposed development and the Marble Arch/its roof terrace;
2. The committee report records a relationship of approximately 2.5 metres to the roof terrace. Our evidence identified approximately 3 metres at the closest building relationship;
3. There is a professional difference of opinion concerning the degree of heritage harm. The report prepared on behalf of the Marble Arch identifies significant and potentially substantial harm. The applicant's heritage expert states this is less than substantial. Both the objector's heritage expert and those of the applicant were paid for their assessment. The Victorian Society (who were not paid to assess the application) identified less than substantial harm (harm) and remain seriously concerned about the current scheme;
4. The Victorian Society has specifically sought greater separation between the tower and the Marble Arch;
5. The applicant's own viability report identified both the 20% affordable and 100% market scenarios as unviable against its adopted benchmark, with the zero affordable housing appraisal producing a developer return of -£706,323/-1.57% on cost against a target of 15%;
6. This requires clarification alongside the committee report statement that the development is 'deliverable and viable in the current market';
7. No affordable housing is proposed and that this necessarily affects the nature of the public benefits advanced in support of the scheme;
8. That part of the proposed green/open space area relates to land which formed part of the approved Phase 1 open space provision;
9. The principal employment figures associated with the construction are temporary construction phase benefits rather than permanent operational employment; and
10. Detailed construction safeguards should not be confused with a prior assessment of the potential structural consequence of deep piling in exceptionally close proximity to the historic Marble Arch cellar and building.

The Marble Public House support the regeneration of Victoria North and accepts that redevelopment of the application can deliver public benefits.

However, they consider that this issue here is whether the development strikes an acceptable relationship with the Garde II Marble Arch and former Victoria Hotel and whether the acknowledged heritage harm is adequately justified by the public benefit relied upon.

In undertaking that assessment, they consider it is important that the physical relationship between the buildings, the professional heritage evidence, the viability position and the claimed public benefits are presented to Members with precision.

The proposal should not be understood simply as a 17-storey building separated from the Marble Arch by 13 metres, nor as a scheme which becomes viable through the removal of affordable housing. Neither proposition accurately captures the evidence now before the Council.

Campaign for Real Ale (CAMRA) This pub has been a major attraction for many decades. People know about it all over the country. The 17-storey monolith abutting it is ridiculous and unnecessary as the City has ample housing. The application is illegal as it has no provision for affordable housing and if it did it would not go ahead. There was 2 storey buildings next to the pub historically but not 17 storeys. Construction on this scale has no place in the northern quarter of the city, Manchester is an historic City with some wonderful Victorian architecture and it should not be allowed to be ruined any further.

Victorian Society have concerns. The pubs brick chimneys and gable are particularly distinctive elements of its listing and its setting would be directly harmed by this proposal and the serious negative impact that a 17-storey tower would have on the site.

The height and architectural language of the tower is not sympathetic to the height and language of the pub and would cause less than substantial harm to its setting. The revisions to the scheme and the green space are welcomed and this should be further developed. They would like to see the proposal moved closer to that under construction which would lessen the impact by increasing the space between the tower and pub and by demarcating the two buildings and languages more clearly.

The historic form and character of the Marble Arch is distinct and recognisable; it contributes well to its setting and to Manchester's historic character. The tower is not sympathetic to the pub.

By moving the tower and creating a larger pocket of public greenery, the architectural conversation moves towards the two towers allowing the Marble Arch to stand and be appreciated on its own. This would lessen the impact on its setting and minimise the harm.

The Society understands the need for more housing and that this would bring some public benefit. The absence of affordable housing reduces the public benefits.

Further comments have been received from the Victorian Society. They have reiterated that they remain seriously concerned with the construction of the tower in its current form, but they recognise the public benefit of the provision of housing.

They reiterate their earlier comments that a reduced scheme with a greater reflection of the historic architecture found within the existing streetscape would be a more sympathetic approach. They recommend that the scheme in its current form is

damaging and a greater separation between the proposed tower and the Grade II listed pub would help conserve the setting of the Marble Arch Public House.

Highway Services advise that the proposal would not generate an unacceptable impact on the local highway network including not generating any impacts which would require mitigation with regards to the Holcroft Moss SPD. The proposal would include improvements to the public realm including footway improvements and directional signage. There would be four disabled parking spaces, accessed from Gould Street. It is proposed that one of these spaces will serve the Phase 2 development which is acceptable. The cycle provision is acceptable as is the provision of a travel plan. The delivery and waste management servicing arrangements are acceptable. There are various off site highways works which are required and should be secured by planning conditions.

Environmental Health recommends conditions regarding hours for deliveries and servicing, plant, fume extraction, construction management plan, lighting and control of glare, glazing specifications and acoustic insulation of the homes. The waste management strategy is acceptable subject to further details. The air quality assessment is acceptable. Further investigations are required in respect of ground conditions. This should form a condition and a verification should be submitted on completion of the proposal.

Works and Skills Team recommend a condition for a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

Environment Agency (EA) no comments have been received.

Greater Manchester Ecology Unit (GMEU) no bats were found emerging from the building during the survey work. No further surveys or licenses are required provided that the works take place in accordance with the bat safe method statement. An informative should advise on when to seek ecological advice in the event species are found on site. There should be no demolition or vegetation cleared in bird nesting season. Biodiversity measures should be secured including bird and bat boxes

Greater Manchester Archaeology Advisory Service (GMAAS) no further archaeological work is necessary.

Design for Security at Greater Manchester Police a condition should require the proposal to be carried out in accordance with the Crime Impact Statement.

Aerodrome Safeguarding an informative is required in respect of cranes.

Active Travel England have issued standing advice on how to ensure that development integrates successfully into their wider context.

The Coal Authority this is in their low risk area and have no comments to make.

Health and Safety Executive (HSE) are content.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan (UDP) for the City of Manchester (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with Places for Everyone, the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone Places for Everyone

Places for Everyone Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted on March 2024.

The relevant policies are as follows:

Objective 1: the proposal would provide 153 homes in a sustainable location and would deliver strategic development identified in the Northern Gateway SRF.

Objective 2: the proposal would develop a brownfield site close to jobs, amenities and public transport. 1, 2 and 3 bed homes would be provided which would be space standard compliant and accessible.

Objective 3: jobs would be created during construction.

Objective 4: this proposal would develop a vacant and poor quality strategic site and create high quality and high density homes.

Objective 5: It would reduce inequalities and improve prosperity – The site is close to employment, amenities and educational opportunities.

Objective 6: The proposal would be within walking distance of bus, train and tram services.

Objective 7: This low carbon proposal would improve biodiversity.

Objective 8: Biodiversity would be improved and surface water would be managed.

Objective 9: There are amenities and services nearby.

Objective 10: Travel planning would promote public transport and local amenities.

JP-Strat2: City Centre -The proposal would support the role of the City Centre. It would provide 153 homes in a sustainable location.

JP-Strat14 – A Sustainable and Integrated Transport Network – This would be a high-density development close to public transport. Connections around the site would be improved for pedestrians and cyclists.

JP-S1 – Sustainable Development – Contamination at this brownfield site is not complex. The homes would be energy efficient and meet high sustainable standards. Biodiversity would be improved through landscaping. Water and recycling would be managed to support a sustainable development.

JP-S2 – Carbon and Energy – The proposal would exceed Building Regulations.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate air conditions. Measures would control dust and impacts from construction and earthwork activities. When the site is operational, a travel plan would promote the accessible location and public transport, walking and cycling. There would be cycle spaces including washing facilities.

JP-S6 – The waste hierarchy would include recycling. Waste would be minimised through the construction process.

JP-S7: Resources would be consumed during construction. The proposal would be highly efficient and low carbon.

JP-H1: The proposal would contribute positively to the supply of good quality new homes in the city.

JP-H2: It is not viable for the proposal to provide affordable housing.

JP-H3: The proposal would include a variety of M4(2) compliant homes.

JP-H4: This is a high density proposal in a sustainable area.

JP-J1 – Supporting Long Term Economic Growth –Local employment would be created through construction and would be supported by a Local Benefit Proposal.

JP-G1 – Landscape Character – The tree planting and hard and soft landscaping enhance the setting of the proposal.

JP-G2 – Green Infrastructure Network – There would be tree and other planting. Biodiversity gains would be secured on site.

JP-G6 – Urban Green Space – The public realm would improve the setting to the building and the highway.

JP-G7 – Trees and Woodland –Biodiversity and the character of the area would be improved. Trees would be planted in amenity areas.

JP-G8 – A net enhancement of biodiversity and geodiversity – The tree planting and vegetation would improve biodiversity on site and meet the 10% gain requirement.

JP-P1 – Sustainable Places –Public realm and landscaping would enhance the setting of the buildings and improve the character of the area, particularly to the setting of the listed pub. The buildings would be energy efficient and meet current standards. Water would be managed in line with sustainability principles. The proposal and the public realm would be legible and accessible.

JP-P2: It is acknowledged that harm would arise to the adjacent Grade II listed building. However, the asset remains legible and understood in its context. The removal of the vacant site from its setting and the introduction of a green landscape adjacent to its gable are considered benefits to its overall setting. Harm would arise because of the scale of the proposal and this is considered in detail in the report along with wider benefits of the scheme.

JP-P5 – Education, skills and knowledge – A social value strategy would promote access to employment for local residents during construction and when the building is operational. The applicant would work with the Council's works and skills team to ensure that local residents have access to jobs.

JP-P6 – Health – The proposal would support active travel to and around the site in the interest of health and wellbeing.

JP-P7 – Sport and Recreation – The proposal would create amenity space, public realm, and links to other areas of open space and recreation, which promotes health and wellbeing for residents, visitors and those working at the site.

JP-C1 – An Integrated Network – The proximity to public transport should minimise car trips. The highway would be improved to ensure safe pedestrian movement. Secure cycle spaces would be created. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C3 – Public Transport – The site is close to accessible forms of public transport and the pedestrian environment and walking and cycling routes would be improved.

JP-C4 – The Strategic Road Network – Modelling has demonstrated that the proposal would not result in any undue harm to the capacity of the highway network. There would be on-site parking. Residents would be able to access transport links in the area as well improved pedestrian and cycle provision. The local highway would be improved to make access and egress safe for vehicles and pedestrians. Construction impacts would be carefully managed.

JP-C5 – Streets for All – The public realm would be accessible.

JP-C6 – Walking and Cycling – linkages around the site would be.

JP-C8 – Transport requirements of new developments –The pedestrian and cycle environment would be improved. There would be safe and convenient access to

public transport. A cycle store would be created. The proposal has been assessed for its impact on Air Quality at Holcroft Moss based on trip generation and it is not anticipated to generate a number of trips that would require a contribution to the Habitat Mitigation Plan.

JP-D2 – Developer Contributions – A legal agreement would secure a monitoring arrangement for on site biodiversity with a mechanism for affordable housing.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a strategic regeneration area. The proposal would deliver high quality homes and public realm in a highly sustainable location.

SO2. Economy – High-quality homes in this sustainable location would support economic growth. Local employment would be supported during construction.

S06. Environment – This is a low carbon and highly sustainable proposal using up to date energy efficiency measures in the fabric and construction. It has 108 cycle spaces and a travel plan. The landscaping includes trees.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character Rochdale Road in a strategic regeneration area. The building would complement existing and recent developments.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The homes would be close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal would develop a significant site in the Victoria North regeneration area.

Policy CC10 A Place for Everyone – The proposal would complement regeneration at Victoria North and Lower Irk Valley. It would be fully accessible.

Policy T1 ‘Sustainable Transport’ – All public transport modes nearby.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that there would be minimal impact on the local highway network and sustainable forms of transport would be encouraged.

Policy H1 ‘Overall Housing Provision’ – This is a high-density proposal on a previously developed site in a highly sustainable location. A range of homes is proposed including larger homes, attractive to families. High quality amenity spaces would provide are proposed and waste management would support on site recycling.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in Victoria North and add to the supply of good quality homes in a highly sustainable

area. The fabric would be efficient with other sustainable features such as photovoltaics and sustainable drainage.

Policy H3 'North Manchester' – The proposal would provide high density homes with 2 and 3 bedrooms which would be suitable for families.

Policy H8 'Affordable Housing' – A viability assessment demonstrates that the proposal cannot support affordable housing. The viability would be reviewed at a later date to determine whether this has changed.

Policy EN1 'Design principles and strategic character areas' – The proposal would support the regeneration of the area.

Policy EN2 Tall Buildings This proposal would have a positive impact on views and the regeneration of the area. It would complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. The site is not in a conservation area and is close to public transport.

Policy EN3 'Heritage' – There would be a degree of harm to nearby designated heritage assets. This is considered in detail within the report.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' – The building fabric would be energy efficient. A travel plan, cycle provision and EV charging points are proposed. Renewable technologies would ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' - The buildings functions should reduce overall energy demands. The fabric would be high quality and energy costs should remain low. On site renewable energy would provide sustainable energy.

Policy EN9 'Green Infrastructure' – Its vacant nature and large areas of hardstanding, means the site has low ecological and biodiversity value. The proposal includes street tree planting and landscaping. Green infrastructure to the park and other areas of public realm would improve biodiversity.

Policy EN14 'Flood Risk' - Surface water runoff would be minimised. Flood risk would not be exacerbated and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the trees and planting would enhance biodiversity. The limited vegetation should not be cleared during bird nesting season.

Policy EN16 'Air Quality' The impact on air quality would be minimised through control of construction activity. The proposal would remove parking and reduce

vehicle trips. Other measures to minimise operational impacts include a travel plan and 108 cycle spaces.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The previous use of the site as a gas works means there is evidence of below ground contamination which could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – Ground conditions are not complex and can be dealt with. Conditions would protect ground water and ensure the site is remediated.

EN19 'Waste' – The waste management strategy incorporates recycling.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building and to impacts on residential amenity from loss of privacy and daylight and sunlight.

PA1 'Developer Contributions' states that where needs arise because of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure a review the viability at an appropriate date in the future in line with the requirements of policy H8.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

Saved policy DC19 'Listed Buildings' - The proposal would result in a degree of harm to nearby designated heritage assets. This is considered in detail in the report.

Saved policy DC20 Archaeology there is limited evidence of below ground archaeology, and no further work is necessary.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy E3.3- The proposal would provide a high quality building on Rochdale Road and enhance main routes in Victoria North.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

Holcroft Moss Planning Obligations Joint Supplementary Planning Document (2025)

The aim of this jointly produced Supplementary Planning Document (SPD) is to provide guidance on, and to facilitate, the timely provision of required mitigation on a site in Warrington Borough Council's administrative area, Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC).

In particular the SPD seeks to provide a robust basis upon which the nine PfE authorities can secure contributions from developers to ensure that the impacts of schemes on Holcroft Moss are appropriately mitigated; and provide clear advice to developers as to what is expected in applications to ensure an efficient process for consultation and determination.

Where planning applications are required to be accompanied by a Transport Assessment, they 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, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss.

The Transport Assessment has considered the impact on Holcroft Moss and it has been determined that there are no unacceptable impacts in this regard that would warrant a contribution to the Holcroft Moss Mitigation Plan.

Guide to Development in Manchester SPD (2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity;
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The proposal would form a large and prominent building in an area where change is expected to take place as part of the delivery of the a key strategic site in the Victoria North SRF.

High quality materials would be used both for the building and hard landscaping. Secured by Design principles are incorporated with measures to ensure a fully accessible development.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows: - Make it Manchester; - Make it bring people together;

- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

This would be a high density development and would mark another major scheme to come forward as part of the delivery of the Northern Gateway SRF.

The homes provided which would be space standard compliant and accessible. Biodiversity improvements would be provided on and off site.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
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;
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond;
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local

environment. Trees would be retained and on site green infrastructure would be enhanced.

Manchester Northern Gateway Strategic Regeneration Framework (2019)

The Northern Gateway SRF was endorsed by the Council's Executive on 13 February 2019 and is a material consideration in the determination of this proposal. It identifies 7 neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip.

The regeneration of the Northern Gateway will need to integrate these neighbourhoods, provide connections and achieve high-quality place making, to ensure comprehensive regeneration. The SRF sets out a vision to deliver approximately 15,000 homes with social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

The site is in the New Town neighbourhood. A residential led neighbourhood is envisaged with higher density housing types and tenures and active ground floors on key routes such as Dantzic Street. Developments would be predominately apartment led, with opportunities for townhouses and accommodation suitable for families.

New development shall respect the setting of Listed Buildings and structures through sensitive design with appropriate scale, height, massing, alignment and use of materials.

Public realm and place-making should provide amenity open space, green links, activating the railway arches and enhancing the public realm around heritage assets including Marble Arch Square and Union Square.

Buildings up to 8 storeys are anticipated in the area.

The proposal would realise a residential development at the site with active ground floor uses and public realm to the setting of the Marble Public and links with the wider SRF area as well as the Phase 1 development under construction.

It is acknowledged that at 17 storeys, the building is taller than envisaged under the SRF. The SRF should be viewed as guidance only with the development tested against the policies in the development plan.

The scale of the development is in part as a result of providing a meaningful setting to the listed public house. With a reduce site footprint, the scale has increased to a level which is viable and deliverable as well as ensuring that there are no unacceptable impacts on amenity.

The scale of the development has been tested against the policies in the development plan, particularly through a thorough townscape assessment, and it has been determined that the scale would fit within the immediate and wider townscape without undue harm. It is acknowledged that there is some localised harm to the setting of the listed public house which is considered elsewhere in this report.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework, which has now been superseded by the Northern Gateway SRF, sought to guide future development in the area as part of establishing new developments and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework established core principles that sought to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south was seen as vitally important as part of improving connections, new development and high quality public realm.

North Manchester Strategic Regeneration Framework (SRF) (October 2012)

This document aims to guide the regeneration and development of north Manchester. The application site is located between the City Centre fringe and the inner core. It notes that development in the City fringe area should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and make the most of land available for high density development. There should be a mix of uses with offices, residential located alongside leisure and retail uses.

The inner core is an area of housing led transformation. This will focus on utilising underused land and connect areas such as Collyhurst and Lower Irk Valley to the advantages of the City Centre. The document also outlines that over 2000 new homes will be delivered in this area as well as complementing proposals within the NOMA area and other northern gateway proposals

National Planning Policy Framework (2026)

The revised NPPF re-issued on the 17 August 2026. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 16). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 17).

The relevant guidance and policies within the NPPF, which are applicable to this proposal, are as follows:

Section 3 '*Decision-making policies*'

DM5 '*Development Viability*'

- (1) Where development proposals accord with relevant up to date plan policies and national decision-making policies, they should assume to be viable. Relevant policies in this context are those that relate to the contributions expected from development.
- (2) There may be circumstances in which a viability assessment demonstrates that it would not be possible for development to proceed on a policy compliant basis. In such circumstances, the submission of a viability assessment as part of a development proposal may be justified to ensure that the proposed development makes the maximum possible contribution to affordable housing and other infrastructure.

A viability report has been submitted which has demonstrated that it is not possible to provide a full or partial contribution towards affordable housing. This has been independently tested in line with Industry standards.

DM6: Use of planning conditions and obligations 1. Planning conditions should only be attached to planning permissions and other associated consents for development where they are:

- a. Necessary to make the development acceptable in planning terms;
- b. Relevant to the development and to planning considerations generally;
- c. Sufficiently precise to make them capable of being complied with and enforced; and
- d. Reasonable in all other respects.

Relevant planning conditions are set out in this report and meet the above test.

Section 4 Achieving sustainable development *National Decision-making policies*

S3: Presumption in favour of sustainable development

Decisions on development proposals should apply a presumption in favour of sustainable development. This means:

- a. Policy S4 in this Framework should be applied when considering development proposals within settlements;
- b. Outside settlements, policy S5 should be applied; and
- c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

2. Where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.

S4: Principle of development within settlements

1. Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.
2. In applying policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects are set out in this policy.

This proposal is located in the city centre and the presumption in favour of development applies. There are no circumstances which would prevent this application being approved. Whilst there are adverse effects, they do not outweigh the benefits of approving the scheme.

Section 5. *Meeting the challenge of climate change*

CC2 Mitigation of climate change

1. In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal:
 - a. Accord with policies TR3 and TR4 so that sustainable patterns of movement are 29 prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles;
 - b. Support good access to facilities in order to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities;
 - c. Use design approaches which conserve energy and other resources in accordance with policy DP3(2)(b);
 - d. Take advantage of opportunities to reuse existing structures and materials, including by reusing non-contaminated excavated soil and hardcore within the site;
 - e. Take advantage of opportunities to draw low carbon energy from decentralised networks (such as district heat networks), where these are available, and to co-locate energy and heat generators and users, especially to take advantage of suppliers of surplus heat and energy;
 - f. Contribute to the creation or restoration of habitats which can act as carbon stores, such as through woodland planting and peatland restoration, while avoiding harm to habitats which can act as important carbon stores, including peatland and salt marsh; and

- g. Not involve the extraction of fossil fuels unless it is in accordance with policy M5.

2. Substantial weight should be given to the benefits of improving the energy efficiency of existing buildings and/or drawing energy from district heat networks, renewable and low carbon sources (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights) where this would be achieved through proposals for development.

CC3: Adaptation to climate change

1. Development proposals should take into account the current and potential impacts of climate change over the lifetime of the scheme, and in order to minimise vulnerability to these impacts should, where relevant to the proposal:
 - a. Be located where the risk of flooding is minimised, or can be managed and the development made safe without increasing risk elsewhere, in accordance with policies F4, F5, F6, F7 and F8;
 - b. Comply with policy F9 where development would be located in an area vulnerable to coastal change, as specified in that policy;
 - c. Incorporate sustainable drainage systems to manage surface water flow rates and reduce volumes of runoff in accordance with policy F8;
 - d. Use design approaches which minimise risks from overheating in accordance with policy DP3(2)(b), and include green infrastructure and suitable tree planting in accordance with policies DP3(2)(c) and N3; and 30
 - e. Incorporate proportionate measures to mitigate against wildfires, where opportunities to do so exist and wildfires pose a particular risk (for example as a result of the combined effect of topography, prevailing wind direction and being located within or adjacent to heavily vegetated areas). Such measures should be designed to limit fuel loads for fires, and to create defendable spaces, such as by avoiding timber panel fences and incorporating firebreaks into development layouts and planting schemes.
2. Substantial weight should be given to the benefits of improving the resilience of existing buildings and public spaces to anticipated climate change impacts where this would be achieved through proposals for development.

Section 6: Delivering a sufficient supply of homes

The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.

HO7: *Meeting the need for homes*

1. Substantial weight should be given to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community, as identified through needs assessments prepared for the area of the local planning authority and other relevant evidence. This includes, but is not limited to, homes needed for different groups assessed under policy HO1.

The proposal would contribute positively to the supply of homes for rent in the city.

HO8: *Providing affordable homes*

1. Development proposals should meet or exceed up-to-date development plan requirements for the proportion and mix of affordable housing tenures relevant to the location, including the minimum proportion of Social Rent. This should be provided on-site unless:
 - a. Off-site delivery on an alternative nearby site would optimise the quality or quantity of affordable homes built; or
 - b. A cash payment in lieu of on or off-site provision can be justified robustly, and the agreed approach contributes towards the objective of creating mixed and balanced communities.

The proposal does not provide an on or off site affordable homes and this is considered in detail in the report.

HO9: *Specialist forms of accommodation*

1. Development proposals to address specialist housing needs should provide living conditions and access to services which are appropriate to the needs of their residents and users. This includes:
 - a. Specialist housing for older or disabled people:
 - i. Being located where residents will be able to access frequently-used services easily and safely by walking, wheeling (including mobility scooters) and by public or on-site transport services; including through facilities provided as part of the scheme; and
 - ii. . Being delivered to M4(2) or M4(3) accessibility standards.

All the new homes within the development will meet M4(2) standards of accessibility.

HO13: *Build out of residential and strategic sites*

1. To significantly boost the supply of homes, it is important that land with permission is developed without unnecessary delay. Proposals for major development involving the provision of housing should be capable of bringing the housing forward within a reasonable period, taking into account the proposed tenure mix for the development, local market conditions (including absorption rates) and the development history of the site.

2. For all proposals involving housing, consideration should be given to whether to impose a planning condition requiring that development begins within a timescale shorter than the relevant statutory default period, where this would expedite the development without threatening its implementation or viability.

It is not considered necessary to impose a shorter implementation timeframe in this instance. The applicant intends to deliver the application without delay given they are currently completing a Phase 1 element at the site. The application is deliverable and viable in the current market.

Section 12: *Making effective use of land*

The objective of the policies in this chapter is to promote the 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.

L2: *Making effective use of land*

1. Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following:
 - a. Remediating despoiled, degraded, derelict, contaminated or unstable land;
 - b. Making better use of vacant and underutilised land and buildings (such as: by bringing back into residential use empty homes and other suitable buildings; converting space above shops; redeveloping underutilised retail and business sites; and building on or above service yards, lock-ups, car parks and other transport infrastructure which are no longer required);
 - c. Making effective use of previously developed land and buildings through temporary uses, in situations where alternative development is anticipated within a reasonable period (including as a result of the land being allocated for an alternative purpose in the development plan); or
 - d. Creating additional homes or floorspace within settlements by using the airspace above existing residential and commercial premises, or through sensitive redevelopment or additional development within existing plots (including, but not limited to, the addition of mansard roofs, proposals to fill gaps in the existing roof line, the introduction of higher buildings at street corners and additional units within residential curtilages). Such proposals should:
 - i. Be consistent with the overall street scene, other than where: it is appropriate to have larger buildings (such as at street corners, or where building upwards would not cause substantial harm to the character of a building and its surroundings); the development would not be visible from the street frontage; or where specific changes are provided for through a design code which forms part of the development plan;

- ii. Maintain safe access and egress for occupiers and users, and acceptable living standards for residents and neighbours in terms of access to daylight, sunlight, privacy and external amenity space

The proposal would remediate a contaminated car park. This would be a sensitive development of the site although it would be higher than others in the street scene. A building of this height would not cause substantial harm to the surroundings and would not result in unacceptable living standards for those in the immediate area.

L3: Achieving appropriate densities

1. Development proposals should make efficient use of land, taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places.
2. To contribute to making efficient use of land:
 - a. Within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated. The only exception is where there is a clear justification that this is either inappropriate or not possible (for example, where the prevailing density is already very high, the nature of the accommodation required precludes higher densities, or where it would conflict with other policies in this Framework). In considering the potential to increase densities, the existing character of an area should be taken into account, in accordance with policy DP3, but should not preclude development which makes the most of an area's potential;
 - c. Where development proposals for residential or mixed-use schemes are within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B), a density of at least 35 dwellings per hectare should be achieved within the net developable area of the site. Higher densities – of at least 45 dwellings per hectare – should be achieved where the service frequency is at least twice that of the minimum required for a well-connected station. Exceptions to meeting these minimum standards should be made only in the case of:
 - i. Sites which fall below the threshold for major development where it can be demonstrated that meeting the standard is either inappropriate or not possible; or
 - ii. Development for traveller sites.

This would be a high-density development in a settlement where change is necessary and expected. The site is close to the city centre and highly accessible by walking and cycling to nearby amenities and public transport, including major train and tram stops. Whilst there are examples of increased densities in the area, there is also a large amount of vacant land which would make further increase in density

noticeable. The scale and density has been carefully considered and is set out in this report including any impact on adjacent buildings.

Section 14: *Achieving well designed places*

The objective of the policies in this chapter is to promote high quality, healthy, inclusive and sustainable places, through setting clear expectations about design outcomes and the use of relevant tools and processes.

DP3: *Key principles for well-designed places*

DP3: *Key principles for well-designed places*

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.
2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location:
 - a. Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;
 - b. Climate: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;
 - c. Nature: incorporate and/or connect to a network of high quality, accessible, multifunctional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems in accordance with policies N3 and F8;
 - d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;

- e. Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;
 - f. Public Space: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance); and
 - g. Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.
3. Development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan (including those in locally specific policies, guides, codes or masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.
5. Substantial weight should also be given to outstanding or innovative designs which promote high levels of sustainability, or which help raise the standard of design more generally in an area, so long as they are consistent with the overall form and layout of their surroundings.

This proposal would contribute positively to a cluster of emerging development in this area. It would sit alongside other proposals being brought forward by the applicant and integrate well into this broader context. The architecture and materials would improve design standards in the area and complement recent developments.

This proposal would be build to rent and include communal areas for residents, access to external recreational space and public realm improvements. The building would meet modern standards and minimise its impact on climate change. On site biodiversity would be improved. The homes would be within walking distance of major train stations and other public transport and active travel routes.

The proposal would re-instate a street edge to Rochdale Road. The architecture would be appropriate and should therefore be given the substantial weight directed by this policy.

DP4: *The design process*

- 2. The local planning authority should:

- a. Ensure that they have access to, and encourage the appropriate use of design review and other design tools and processes (especially for strategic sites and other significant projects), and take into account their outcomes, including any design recommendations made by design review panels;
- b. Ensure that relevant planning conditions refer to clear and accurate plans and drawings which provide visual clarity about the design of the development, including the approved use of materials where appropriate; and
- c. Not allow the quality of approved development to be materially diminished between permission and completion, as a result of changes proposed following its initial approval (for example through changes to approved details).

The plans are clear and accurate and provide sufficient clarity and confidence in the design and materials proposed.

Section 15: *Promoting sustainable transport*

The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

TR3: *Locating development in sustainable locations*

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

- a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
- b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in 70 different locations, especially where this can support more walking, wheeling, cycling and public transport use;
- c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
- d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to

avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution.

This would be a car free development in a highly sustainable location. The proposal is not expected to adversely impact on the local highway network with active travel promoted through the travel plan and on site cycle provision.

TR4: *Street design, access and parking*

1.To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

- i.Minimise the scope for conflict between pedestrians, cyclists and vehicles;
- ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
- iii. Avoid unnecessary street clutter.

d.Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

e.Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

The proposal is car free. There would be on site secure cycle provision and a travel plan. Servicing and access would be acceptable.

TR6: *Assessing transport impacts*

1. Development proposals that are likely to generate significant amounts of movement should be supported by:
 - a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and
 - b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.
2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

A transport statement and travel plan have been approved. There are no unacceptable impacts on the local highway network and the proposal is in a highly sustainable location and the travel plan would promote use of active travel routes to public transport and amenities.

Section 16: *Promoting healthy communities*

The objective of the policies in this chapter is to promote the creation of healthy and inclusive places and support the provision of appropriate public services, by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities.

HC3: *Community facilities and public service infrastructure serving new development*

1. Proposals for housing, employment or other development which would give rise to significant numbers of additional people living in, working in or visiting an area should:
 - a. Be informed by an understanding of the need for any associated improvements to community facilities and public service infrastructure, whether on or off-site; and
 - b. Provide for new or improved community facilities and public service infrastructure which are necessary for the development to be acceptable in planning terms, whether by direct provision or a contribution to off-site improvements (which may be through Community Infrastructure Levy payments, where applicable).

The proposal includes communal space for residents and new and improved amenity spaces and place making.

Section 17: *Pollution, public protection and security*

The objective of the policies in this chapter is to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security.

P2: Ground conditions

1. Sites proposed for development should be suitable for their proposed use taking into account:

- a. Ground conditions, including any risks arising from land instability or contamination (whether due to natural hazards or current and former activities such as mining or fuel storage); and
- b. The extent to which any such risks can be mitigated, and the potential impacts on the natural environment arising from remediation.

2. Where land is remediated it should, as a minimum, not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

3. Adequate site assessment information, prepared by a competent person, should be available to inform these considerations.

4. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

An appropriate ground conditions report demonstrates that the site is not unusual or complex and can be remediated in line with appropriate standards.

P3: Living conditions and pollution

1. Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including where certain groups could be particularly vulnerable to its effects, such as children and older people).

2. Within this context development proposals should:

- a. Provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution which could have an unacceptable adverse effect on health and

the quality of life. Where necessary suitable mitigation measures should be incorporated to secure acceptable living conditions;

b. Not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site. Adverse impacts of this nature should be avoided where possible, or else mitigated to an acceptable degree. Where possible, opportunities should be taken to reduce pollution affecting the wider area (such as through traffic and travel management or improved external lighting);

c. Sustain and contribute to compliance with relevant limit values or national objectives and targets for air pollutants including PM_{2.5}. Development proposals should take account of Air Quality Management Areas and be consistent with the objectives of relevant Air Quality Action Plans, Clean Air Plans and Local Air Quality Strategies;

d. Mitigate and reduce to a minimum potential adverse impacts resulting from noise, not result in levels of noise exposure which would have a significant observed adverse effect, and maintain the character of tranquil areas (those areas that have remained relatively undisturbed by noise from human sources and are prized for their recreational and amenity value for this reason);

e. Limit any adverse impact from artificial light on local amenity, intrinsically dark landscapes (those areas entirely, or largely, uninterrupted by artificial light) and nature; and

f. Assess and mitigate impacts where the development could have an unacceptable adverse effect on water quality, especially in relation to sensitive water bodies such as chalk streams.

3. In applying this policy, it should be assumed, unless there is clear evidence to the contrary, that separate regulatory regimes for the control of pollution will operate effectively, as set out in policy DM7. This means that it will be appropriate to take into account emissions limits set through those other regimes.

Documents in respect of impacts on daylight and sunlight, air quality, noise, wind and water management demonstrate that no unacceptable impacts should arise. The proposal would provide space complaint homes with appropriate access to light and overheating would be prevented.

P4: Impact of development on existing activities

1. Existing businesses, community facilities, public services and defence and security activities should not have unreasonable restrictions placed on their current or permitted operation as a result of development being approved after they were established. This means that development proposals should be capable of being integrated effectively with existing business, community and public service activities and infrastructure in their vicinity (including, but not limited to, uses such as pubs,

music venues, places of worship, sports clubs, blue light services, defence, electricity network infrastructure and industrial and waste sites).

2. Where the operation of an existing activity could have a significant adverse effect on a proposed new development in its vicinity, development proposals should:

- a. Identify the nature of the potential impacts, informed where necessary by early discussions between the applicant (i.e. the 'agent of change') and those existing uses which could be affected by the proposal to inform the scope for mitigation; and
- b. Be able to demonstrate that suitable mitigation can be provided before first occupation of the development, if it is to be acceptable. Planning conditions or obligations should be used to secure agreed mitigation measures.

Businesses are located close to the site. It has been demonstrated that there would be no unacceptable impacts on them and the proposed homes can be acoustically insulated to prevent noise ingress. There would be some temporary disruption to businesses during construction, but this can be minimised through construction management.

Section 18: *Managing flood risk and coastal change*

The objective of the policies in this chapter is to minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.

F4: *Assessing flood risk for decision-making*

1. To inform the assessment of flood risk and, where relevant, appropriate mitigation, a sitespecific flood risk assessment should accompany all development proposals in Flood Zones 2, 3a, and 3b as defined in Annex F, table 1.

2. In Flood Zone 1, a site-specific flood risk assessment should inform and accompany all development proposals involving:

- a. Sites of one hectare or more;
- b. Land which has been identified by the Environment Agency as having critical drainage problems; and
- c. Land identified in a strategic flood risk assessment or the Flood Map for Planning as being at risk of flooding from any source, whether now or in the future.

3. Site-specific flood risk assessments should be appropriate to the scale, nature, and location of development and should, where relevant, support an assessment of whether a development proposal satisfies the sequential and exception tests set out in policies F5 and F6.

The site is in food zone 1 and in a critical drainage area. The application has been supported by an appropriate assessment. Planning conditions should be used to ensure an appropriate drainage scheme is put in place for this scheme.

F8: Sustainable drainage systems and watercourses

1. Development proposals which could affect drainage on or around the development site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, in ways which are proportionate to the nature and scale of the proposal. The systems employed should provide multifunctional benefits where possible, facilitating improvements in water quality, biodiversity and amenity.

2. Sustainable Drainage Systems should:

- a. Be designed in accordance with the National Standards for Sustainable Drainage Systems;
- b. Have maintenance arrangements in place to ensure an acceptable standard of operation for the anticipated lifetime of the development; and
- c. In the case of proposals for major development, take account of advice from the Lead Local Flood Authority.

3. Development proposals should not enclose existing watercourses where this is not already the case, unless there are compelling reasons to do so; and should where possible remove existing culverts and renaturalise existing river channels, unless to do so would increase flood risk, result in other environmental harm or cause harm to heritage assets.

A drainage scheme has been produced in line with this policy. Final details would be agreed by planning condition including an appropriate maintenance regime.

Section 19: Conserving and enhancing the natural environment

The objective of the policies in this chapter is to influence the design and location of new development to help drive nature's recovery and contribute to wider environmental outcomes, safeguarding our most important habitats, species and landscapes and recognising the centrality of natural capital to delivering sustainable growth.

N2: Improving the natural environment

- a. Consider the environmental qualities of land proposed for development, including habitats, landscape character and the natural beauty of the countryside, and identify opportunities for those qualities to be conserved or enhanced (including through requirements for biodiversity net gain where these apply);
- e. Use green infrastructure provided as part of the scheme and nature-based solutions to secure multiple benefits: such as for biodiversity; surface water and pollution management (including maintaining flow rates and water quality); climate change mitigation and adaptation, and recreation;
- f. Minimise any adverse impacts on biodiversity;

f. Minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs. Development proposals should incorporate integrated nest boxes (commonly known as swift bricks) into their construction unless there are compelling technical reasons which prevent their use, or would make them ineffective; and

g. Ensure that green infrastructure and other features to support nature are located and designed to minimise risk of future failure, and that appropriate measures are in place for any necessary long-term management.

2. If significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated or, as a last resort, compensated for, then the development should be refused.

3. Development proposals may incorporate biodiversity enhancements which exceed the statutory objective for biodiversity net gain, but this should only be a requirement where it is set out in up-to-date development plan policies for specific site allocations. Decisionmakers should not give weight to other development plan policies which require biodiversity gains which go beyond the statutory framework, including where a policy requires gains for development proposals which are exempt.

New habitats and biodiversity would be created as part of the proposal and this is set out in this report.

N3: Trees in new development

1. In recognition of the benefits which trees can provide for biodiversity, climate change mitigation and adaptation, and the character and quality of the built environment, development proposals should:

- a. Make new streets tree-lined (unless there are strong reasons why this would be inappropriate in specific streets), and incorporate trees in other suitable locations, such as in parks and through the provision of community orchards;
- b. Ensure that the selection of species and their placement is compatible with highways and other infrastructure requirements and the needs of different users of public spaces; and will be effective in helping to adapt to the effects of climate change and delivering other environmental benefits. Suitable arboricultural advice should be sought, and proposals discussed with highways and trees officers where necessary, so that the right trees are planted in the right places; and
- c. Make provision for the long-term maintenance of both existing and newly-planted trees which form part of the development.

New trees would be planted within the public realm of the development and these would make a positive contribution to the setting of the new development and create new habitats.

Section 20: Conserving and enhancing the historic environment

The objective of the policies in this chapter is to conserve and enhance the historic environment. Heritage assets are an irreplaceable resource, and range from sites

and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

HE4: *Securing the conservation of heritage assets*

1. Heritage assets, as an irreplaceable resource, should be conserved in a manner appropriate to their significance. To achieve this, development proposals which would affect the significance of heritage assets, including any contribution made by their setting should: a. Maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, the positive contribution they can make to sustainable communities including local economies, and the positive contribution they can make to local character and distinctiveness; and b. Avoid (or if that is not possible, minimise) harm to the significance of heritage assets, and instead conserve this significance.

2. Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should have a clear and convincing justification in accordance with the policies in this chapter.

HE5: *Assessing effects on heritage assets*

1. Development proposals affecting heritage assets should be accompanied by an assessment of the significance of the assets affected (including any contribution made by their setting) and of the potential effect of the proposal on their significance. The level of detail should be proportionate to the assets' importance and no more than is necessary to understand the potential effect of the proposal on their significance. The relevant historic environment record should be referred to in making this assessment, and appropriate expertise employed where necessary.

2. Assessments of the potential effects of development proposals on the significance of heritage assets (including through effects on their setting) should identify whether proposals would be likely to:

a. Have a positive effect, which is where the significance of a heritage asset would be enhanced, or better revealed; or

b. Have no effect on the significance of a heritage asset; or

c. Result in harm to the significance of a heritage asset, either from work affecting the asset itself or from development within its setting. The degree of harm should be identified: substantial harm would occur where the development proposal would seriously affect a key element of the asset's significance; or

d. Cause the total loss of the significance of a heritage asset.

3. In making this assessment it is the effect on a heritage asset's significance rather than the scale of the development which should be considered.

4. Decision-makers should be satisfied that assessments accurately reflect the effects on heritage assets caused by development proposals.

5. Where a development proposal involves, or has the potential to involve, a heritage asset with archaeological interest, an appropriate desk-based assessment should be undertaken and, where necessary, a field evaluation. These should be used to help understand the asset's significance and the potential effect of the proposal on this, which should inform the design, mitigation and implementation of the development.

The proposal would result in a medium level of harm to a designated and non-designated asset. There is no below archaeology which is worthy of consideration.

HE6: Proposals affecting designated heritage assets

1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation 96 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.

2. Development proposals which would have a positive effect on a designated heritage asset should be supported.

3. Any harm to a designated heritage asset will be a matter of considerable importance and weight, which should be dealt with in accordance with paragraphs 4 to 6 of this policy.

4. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed.

5. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a designated heritage asset, consent should be refused unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss, or if all of the following apply:

- a. The nature of the heritage asset would otherwise prevent all reasonable uses of the site;
- b. No suitable use for the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;
- c. Conservation by grant-funding or some form of not for profit, charitable or public ownership is not possible; and
- d. The harm or loss is outweighed by the benefit of bringing the asset back into use.

6. Within this context, development which would cause substantial harm to, or the total loss of, the significance of grade II listed buildings, or grade II registered parks or gardens, should be exceptional; while development which would cause substantial

harm to, or the total loss of, assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

The scale of the proposal would cause a medium level of harm to the setting of the Grade II listed building. However, the highly significant elements of the building including its exterior and interior remain legible and understood. There is a gap between the listed building and the proposal which minimises the overall impact. The public benefits of this scheme are substantial.

The delivery of new homes in a highly sustainable location is a key objective of this framework and, as directed by this framework, should be given substantial weight in the planning balance. This would also be a high quality scheme and the framework directs this should be given substantial weight. The proposal would minimise the impact on climate change and support job creation during construction. Whilst there is an acknowledged level of harm, this would be outweighed by the public benefits.

HE7: Decisions on non-designated heritage assets

1. Development proposals which would have a positive effect on a non-designated heritage asset should be supported.

2. Where a development proposal would harm the significance of a non-designated heritage asset, this should be weighed against the benefits of the proposal and a balanced judgement made, having regard to the scale of any harm or loss and the significance of the non-designated heritage asset.

3. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a non-designated heritage asset, it should only be supported where the harm or loss is outweighed by the benefits of the proposal, having regard to the scale of the harm or loss and the significance of the non-designated heritage asset.

There would be a total loss of a non-designated asset. As directed by the framework, the benefits of the loss should outweigh the harm having regard to the scale of the loss. The public benefits, as outlined above, are substantial and outweigh the loss in this instance.

HE10: Loss or removal of heritage assets

1. Where a development proposal would result in the loss of the whole or part of a heritage asset (whether designated or not):

a. The development should not be approved without all reasonable steps being taken to ensure that the new development will proceed after the loss has occurred, including through the use of planning conditions and planning obligations to secure the development against the loss of the asset; and

b. The applicant should record and advance understanding of the significance of the asset to be lost in a manner proportionate to its importance and the potential impact upon it; and should make this evidence (and any archive generated) publicly accessible by depositing it in the relevant Historic Environment Record, and any archives with a local museum or other public depository. The ability to record evidence of our past should not be a decisive factor in deciding whether such loss should be approved.

2. Heritage assets with archaeological interest should be preserved in situ where feasible. Where an asset cannot be preserved or managed on-site, appropriate provision should be made for the investigation, understanding, recording, dissemination and archiving of that asset, which should be undertaken by suitably-qualified individuals or organisations.

As there would be a total loss of non designated heritage asset, a planning condition should demolition of the building until a main build contract has been entered into to deliver the scheme.

Annex A: Implementation For the purposes of decision-making

1. The policies in this Framework are material considerations which must be taken into account in decision-making from the day of its publication.

2. Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. The only exception to this is where they have been examined and adopted or made against this Framework. Other development plan policies should not be given reduced weight simply because they were adopted prior to the publication of this Framework.

3. Where a local planning authority can demonstrate a five year supply of deliverable housing sites (with the appropriate buffer) and where the Housing Delivery Test indicates that the delivery of housing is more than 75% of the housing requirement over the previous three years, for the purposes of policy S5(1)(j), if the most up-to-date local housing need figure (calculated using the standard method set out in Annex D) is greater than the housing requirement set out in adopted development plan policies, this should not be considered as evidence of unmet need, for a period of five years from the date of the plan's adoption.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are

prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants; - means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

A construction management plan would include dust management measures to minimise the impact of the construction process.

A travel plan would encourage sustainable travel. Trams and bus serves are nearby. Cycle and pedestrian links would be enhanced.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

A construction management plan would include measures to minimise noise impacts of the construction process.

The plant would adhere to the Council's noise criteria to ensure that it is suitable for use given the close proximity of homes.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The siting, scale and appearance of the building would result in a prominent building, along Rochdale Road.

The materials and architecture would reflect its position.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation).

Landscaped areas would be created.

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts; - reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes.

Other legislative requirements

Section 66 Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") states that "in considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Listed Buildings Statement of Significance

Marble Arch Inn (Grade II) is immediately to the west at the corner of Gould Street and Rochdale Road. Its significance is derived from its architectural façade, which includes pink granite cladding, terracotta cornice and tall corniced chimneys. Its interior is highly decorative and adds to its overall significance. Its setting has become eroded with the loss of the buildings associated with the former gas works which formerly abutted the site and formed a continuous terrace.

Warehouse on West Corner of Junction with Simpson Street (Grade II) dates back to the 19th Century. It has architectural and historic significance and is enclosed by former commercial buildings and has no physical relationship with this site. It does form part of a cluster of buildings of this nature which are situated in the grid iron street network in the area.

Cooperative Press (Grade II) built in the 19th Century. The building has architectural and historic significance and is enclosed by former commercial buildings and has no physical relationship with the site but forms part of a cluster of buildings of this nature which are situated in the grid iron street network in the area.

Sharp Street Ragged School (Grade II) is a former school and mission building separated by the viaduct and Angel Meadows. It is enclosed by former commercial buildings and has no physical relationship with this site but forms part of a cluster of buildings of this nature.

Former Police and Ambulances Station (Grade II) was built in the second half of the nineteenth century and has since been altered and reduced. The remaining building is red brick with some sandstone ashlar and a hipped slate roof. The station is rectangular in plan and includes an office block, domestic block, cell range and tall chimney stack. The station is 200m south at Goulden Street and planning permission is in place for its redevelopment for residential purposes and is under construction.

Non Designated Heritage Assets (NDHAs) Statement of Significance

Former Victoria Hotel, 85 Rochdale Road (non designated heritage asset) is a red brick former public house, constructed in the second half of the nineteenth century. It

is now used as a shop but retains its 19th century aesthetic. The cobbles of the former Ashley Street run alongside it and contribute to the character of the area.

18-20 Rochdale Road formed part of a complex known as Alexandra Place. It was constructed around the turn of the twentieth century and contained dwellings. The building has red brick and red and yellow terracotta dressings and a corner entrance at Rochdale Rd and Sudell St.

C.W.S Tobacco Factory at Ludgate Hill is brick built and still displays the factory's name, 'C.W.S Tobacco Factory'. It is in Angel Meadow and shares a group value with the designated heritage assets in Angel Meadow.

Particular Baptist Church was constructed on Rochdale Road in 1907, 118m in Angel Meadow. The church is built of red brick and sandstone.

Angel Meadows is a green space beyond the viaduct. It has no heritage designation but is of local historic interest having been created from the cleared site of the late 18th century St Michaels Church and churchyard and the mid-19th century 'new burying ground'. The area was also the subject of a L.S.Lowry painting.

Remnants of the former 19th century gas works include the boundary walls incorporating remains of structures along Gould Street, the re-sited pediment from the early nineteenth century gas works offices containing the crest of the City of Manchester; and arched chambers on the southern boundary require consideration.

Principle of the proposal and the schemes contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the Region and is crucial to its long term economic success. There is a crucial link between economic growth, regeneration and the provision of homes and more housing is required to support economic growth.

Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required each year, and the proposal would contribute towards this. Providing the right quality and diversity of housing is critical to maintaining growth and success.

153 homes are proposed with a mixture of one, two and three-bed properties which would be suitable for and attractive to families.

Policy JP-Strat2: City Centre and Policy JP-H1 within Places for Everyone supports the role of the city centre in terms of new growth particularly good quality homes. Core Strategy policies H1, H2 and H4 support the provision of new homes.

The national decision-making policies S3 and S4 states that there is a presumption in favour of sustainable development within settlements and such developments should be approved unless the benefits of doing so would be substantially outweighed by an adverse effect when assessed against other national decision making policies.

In respect of housing specifically, national decision-making policy HO7 states that substantial weight should be given to the benefits of providing homes which contribute towards meeting the evidenced accommodation needs as identified through needs assessment.

The Housing Delivery Test measures net homes delivered in a local authority area against the homes required. In Manchester, delivery has fallen below the authority's requirement over the previous 3 years. As delivery is below 85%, the framework directs that a 20% buffer should be added to deliverable sites as well as the preparation of an action plan. Victoria North has been identified as a strategic development location and appropriate for high density housing. This proposal would deliver a variety of housing types and be attractive to families. It would build on schemes at Angel Meadows and Victoria Riverside.

The development of this vacant, previously developed, contaminated brownfield site would provide homes in a highly sustainable, well-connected location with new linkages and enhanced public realm. The homes and commercial activities would bring footfall and activity and complement NOMA and nearby residential areas. This should be given substantial weight, as directed by national decision making policy L2, which seek to realise the benefits from the re-use of contaminated and previously developed land.

The homes would be consistent with the City's space standards, and all one bed homes would be suitable for 2 people. All the homes are M (4) 2 complaint. Active uses would animate key frontages, and the public realm and pedestrian links would improve access to Victoria North.

This proposal would add to an existing and emerging cluster of development and regeneration activity on Rochdale Road and in Victoria North as part of regenerating underutilised parts of the Lower Irk Valley.

The proposal would deliver significant economic and social benefits including 287 construction jobs for the 24 month construction period of which 141 would be on site and 154 in supply chains. There would also be employment when the development is in operation.

A condition should require a local labour agreement to enable the full benefits of the proposal to be captured. The socioeconomic benefit associated with the proposal are significant and the regeneration would support economic and population growth and create jobs.

It is considered that the proposal would be consistent with the regeneration frameworks for this area as underpinned policies JP-Strat2 and JP-H1 within Places for Everyone as well as Core Strategy policies SP1, H1, H2 and H4 together with EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

As directed by the Framework, and the national decision-making policies, the delivery of new homes, particularly those on previously developed land should be given substantial weight, and there should be a presumption in favour of development (S3, S4, HO7 and L2). The proposal should be approved without delay unless it fails to

comply with one of the other national decision-making policies which state that it should be refused in specific circumstances. The potential impact of the development is considered below.

Affordable Housing

DM5 (1) NPPF states that decision-makers should not normally consider viability where a proposal complies with relevant development policies as they are assumed to be viable. However, where deliverability may be compromised by the scale of planning obligations, other costs and material planning considerations, a viability assessment may be necessary.

DM5 (2-5) goes on to state that the weight to be given to a viability assessment is a matter for the decision maker, 'having regard to all the circumstances under which the viability assessment is submitted, to assess the weight to be given to a viability assessment'.

Core Strategy Policy PA1 'Developer Contributions' states that where needs arise, as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Affordable housing is identified as a relevant planning obligation. It states that 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 and stipulates that where appropriate, any provision should be provided on site. Where this is not possible, a commuted sum payment is likely to be sought.

The policy concludes that in determining the nature and scale of a 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.

Core Strategy policy H8 'Affordable Housing' is also relevant. Development should contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

Policy H8 goes on to state that an applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8. This includes:

- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;

- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

Regard must also be had to part 2 of policy H8, which states:

“... where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.”

Whilst not specifically required by H8, should the Local Planning Authority concur with the outcome of a viability assessment, and in order to take account of any change in circumstances, a legal agreement could include an affordable housing review mechanism to test and capture any change in circumstances that could result in the scheme being able to support a contribution towards affordable housing at an agreed future date.

This proposal would deliver 153 homes (as BTR)) with place making, landscaping and improvements to the setting of the building and surrounding footpaths. The regeneration of the site is a key Council priority as outlined in the Northern Gateway SRF and would support economic growth. The homes would comply with the Residential Quality guide and would be M4(2) complaint.

The building design is high quality, and the energy strategy would reduce the impact of the proposal on climate change. It is a contaminated brownfield site. All these matters have an impact on viability.

The applicant has stated that it would not be possible to contribute either in full or a proportion of the Council's 20% target. The factors that would affect the viability are material considerations.

A viability assessment has been made publicly available through the Councils Public Access system. A review by an independent assessor on behalf of the City Council has concluded that the delivery of affordable housing would not be viable.

The review estimates the Gross Development Value (GDV) would be 43,064,183, with development costs of c :£41,284,018 and Benchmark Land Value (BLV) of £473,625. When assessed against a target profit level of 15% on costs, which is considered to be acceptable for a scheme of this scale and risk.

It is acknowledged that the affordable housing target of 20% has not been met. The proposal remains complaint with policy H8 as the viability assessment concludes the scheme would not be deliverable if a 20% (in full or in part) contribution was provided. This therefore ensures that the scheme is viable and can be delivered to the quality proposed.

Provision should be made in the section 106 agreement to include an affordable housing review should economic conditions change. This would determine at a future date any uplift in market and economic conditions which may improve the viability to

allow a greater contribution towards affordable housing to be secured in line with the requirements of policy H8. This would seek to secure the maximum amount of affordable housing without rendering the scheme unviable. The review mechanism would take place when a significant proportion of the homes have been delivered, and given it is anticipated that values should increase over time, this would allow for greater clarity regarding the financial viability of the scheme. Actual costs incurred would be known and inputted into the viability assessment. In addition, it would also include sales values allowing greater certainty around profit levels.

It is anticipated that by the time the scheme is completed, values will have increased. It is therefore considered that a late stage is appropriate to test sales and costs and determine any change in market conditions which would improve viability and allow an affordable housing contribution in line with policy H8. This would also comply with the requirements of policy EN2 which require proposals for tall buildings to be both viable and deliverable.

In addition, as this is a Build to Rent scheme, if, within 15 years of the first occupation of the development, the asset is sold (in part or in full) on the open market, a further viability re-test should take place. This again would capture any uplift in value of the scheme and secure a contribution (in part or in full) towards the policy H8. This provision should also be secured within the legal agreement.

Accommodation mix and density

Policies SP1, H1, H2 and H4 seek to prioritise family housing and other high value, high quality development where this can be sustained within North Manchester. The Council's housing need assessment also recommends that a broad mix of dwelling sizes is required as part of new developments (20% 1-bed, 39% 2-bed, 33% 3-bed and 8% 4+ bed).

In new developments, the total number of one bed homes should not exceed 33% in order to achieve a more sustainable and stable population.

153 apartments are proposed which includes:

- 50 x 1 bed (32.7%);
- 96 x 2 bed (62.7%) and
- 7 x 3 bed (4.6%).

The one bed homes would equate to circa 33% of the total proposed. The predominant house type would be two and three bedroom. The proposal would provide an appropriate mix of new homes at the site in order to create sustainable community as required by policies H1, H2 and H4 of the Core Strategy.

The national decision-making policy L3 states that developments should make an efficient use of land, taking into account the identified need for different types of housing and the sites connectivity.

L3 2(a) is clear that within settlements, residential development should contribute to an increase in density (unless there is a conflict with other policies in the framework).

L3 2(c) states that residential developments which are within reasonable walking distance of a well-connected station should achieve a density of at least 35 dwellings per hectare. Higher densities of 45 dwellings per hectare should be achieved for a station where the service frequency is higher. This is a high-density development, in a settlement close to Manchester Victoria and Manchester Picadilly train stations. The development density is 1093 dwellings per hectare and which therefore exceeds the requirements of policy L3.

Climate change, sustainability and energy efficiency

National decision-making policy CC2 of the NPPF seeks to prioritise active travel, locate development where there is a reduced need to travel, conserve energy through good design, reuse existing structures and materials, use of low carbon energy from decentralised networks, restoration of habitats and not involve extraction of fossil fuels.

National decision-making policy CC3 requires that proposals should take into account the current and potential impacts of climate change over the life time of the scheme including minimising risk to flooding, incorporate sustainable drainage systems and minimise risk of overheating and provision of green infrastructure, including tree planting.

This is a highly sustainable location. The proposed density reflects the proximity to major train, tram and bus infrastructure as well as active travel corridors. This is a car free development and would minimise the need for travel.

It would not be possible to retain the existing building without siting the proposal closer to the listed building. The building would be lost, and the applicant has committed to re-using material on site, including those generated as part of earthworks, in order to reduce the proposals carbon impact.

This includes foundations, columns, shear walls and floor slabs which are predominantly constructed from reinforced concrete.

The form of the building is a simple rectangle which minimises the structural footprint and associated material quantities within the foundations and ground floor construction together with efficiency and reduces material quantities building services.

There is also an opportunity to reduce embodied carbon further as material specifications, supplier information and construction methodologies are confirmed.

The development achieves an upfront embodied carbon value of 309 kgCO₂e/m² which is below the GMCA PfE benchmark of 600 kgCO₂e/m² for large major residential developments.

The proposal would be low carbon and energy efficient. It would develop a brownfield site, and sustainability would be embedded into the design, construction and operational phases. It would be largely car free with on site cycle parking and a

comprehensive travel plan would encourage sustainable travel choices. There would be no parking on site.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

An Energy Strategy has been prepared to support this application and has been tested against and Part L 2021 Regulations (which requires a 31% reduction in CO2 emissions compared with the 2013 regulations).

The proposal is an all electric system which means the development would benefit from a decarbonising grid. MVHR is the strategy proposed for ventilation in the homes. Low and zero carbon technology will be incorporated including VRF (Air Source Heat Pumps), Hot Water Heat Pumps (ASHP) and Solar PV. There are no decentralised heat networks nearby to utilise.

The proposal would result in a carbon reduction of 71% over Part L 2021 for the residential development and an 8% CO2 reduction over Part L 2021 for the communal areas of the development. This exceeds local Council policy and that of PfE.

A condition requiring a post construction review would verify that this reduction has been achieved.

There would be biodiversity enhancements through landscaping and bird and bat boxes. An efficient drainage system would minimise the effects of surface water.

Building Design Quality

The SRF seeks to realise a mixed use residential led development at the site with active ground floor uses. Buildings up to 8 storeys are anticipated in the area. The almost complete Phase 1 development commenced the transformation of this area and this 17-storey building would mark the next phase.

National decision-making policy DP3 states that proposals should create well designed places. DP3 (5) states that substantial weight should be given to outstanding or innovative design which promote high levels of sustainability or which help to raise the standard of design more generally in an area so long as they are consistent with the overall form and layout of their surroundings.

There would be 13m landscaping strip between the main side gable of the Marble Arch and the proposal. Landscaping would link the Phase 1 scheme and this proposal as well as a shared garden, active frontages and pavement improvements on Rochdale Road. The two phases would share management, a servicing strategy and facilities. All homes meet the Manchester's Space Standards and M(4)2.

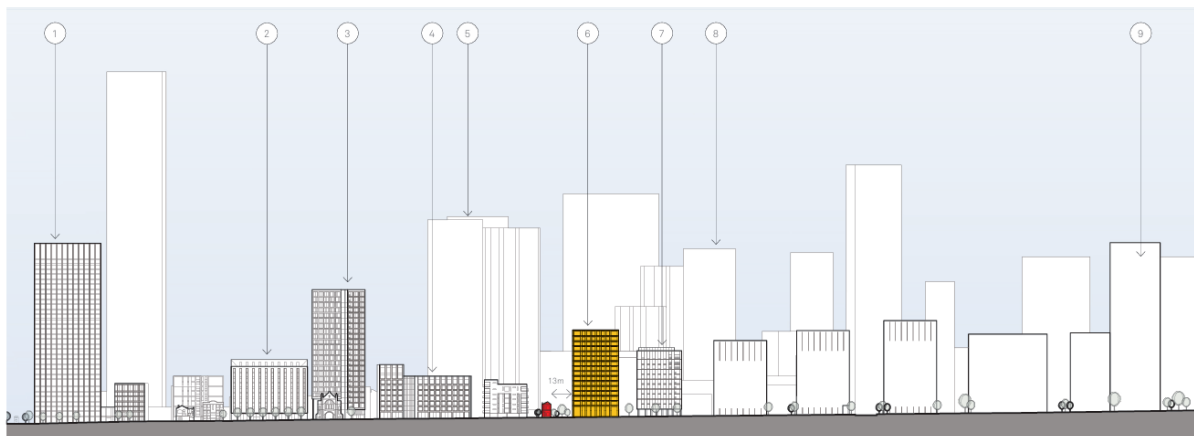
The entrance would face the public realm next to the Marble Arch and provide increased activation and natural surveillance to Rochdale Road. Cyclists would enter and exit via a secure door between the proposal and 87 Rochdale Road.

The siting responds positively to Rochdale Road, one of the main radial routes into the city centre. The active ground floor responds to the principles in the SRF as does the public realm which would improve the setting of the pub.



Site layout

Building heights vary on Rochdale Road with tall buildings at Angel Gardens (35 storeys) and Swan House (33 storeys). As development moves away from the city centre, the building heights include: Hampton by Hilton 10 storeys, Premier Inn 11 storeys, 87 Rochdale Road (Phase 1) 13 storeys, Ancoats Gardens (30 Bendix St) 14 storeys. There are more modest, historic buildings in the area, such as the Marble Arch and the former Baptist Church. The scale of development increases further behind Rochdale Road towards the railway and river valley.



Scale within the street scene (the proposed building in yellow; Marble Public House in red) and future envisage scale (to the right hand side of the view)

The SRF is intended to act as a guide should not be interpreted in a prescriptive way. The appropriateness of the scale of development should be tested against the policies in development plan.

The emerging character along Rochdale Road is one of mid rise, high density, buildings. The submitted townscape assessment and modelling has evaluated the height of the proposal in relation to existing and emerging developments as envisaged by the SRF.

The scale of development has increased significantly in relation to the areas historic buildings and this is inevitable if the City is to achieve its growth and regeneration objectives. The fact that development is taller than its neighbour is not of itself a reason for refusal. Indeed, part of the charm and attraction of cities is the relationship between new, and old and change is an inevitable consequence of success. There can be no doubt that positive change is essential in areas like this which are tarnished by post-industrial blight.

The proposal shares a sensitive boundary with the Grade II listed Pub. At two storeys, with its pitched roof and striking chimney, the building forms a key historic and cultural asset in the area. Its original setting would have been the end of similar height row of buildings, but these have long since been demolished and replaced with a surface car park. This has exposed the gable end of the public and its chimney making them more prominent in the street scene that would otherwise have been the case. But the setting of the Marble Arch has become eroded.

Whilst the proposal would be considerably taller than the Marble Arch, the frontage to Rochdale Road would be improved considerably and the pub would be much more integrated into the urban fabric of the area than it currently is.

A 13-metre separation to the Marble Arch, with landscaping and public realm, maintain the current setting of the listed building i.e. with no building up to the gable. The 17 storey building would form a new backdrop to the pub and there would be a considerable contrast in scale. However, when considered as part of the wider street scene, these changes in height are not unusual and add to the richness of the area without undermining the value of the assets.

There are successful examples of similar propositions in the city where tall buildings are located next to heritage assets such as Motel One and Piccadilly Central and 325 Deansgate & The Deansgate.

As with the other examples, the fenestration and use of materials allows a suitable contrast to be created that allows the heritage asset to remain fully legible and appreciated with the context of the larger and modern taller building.



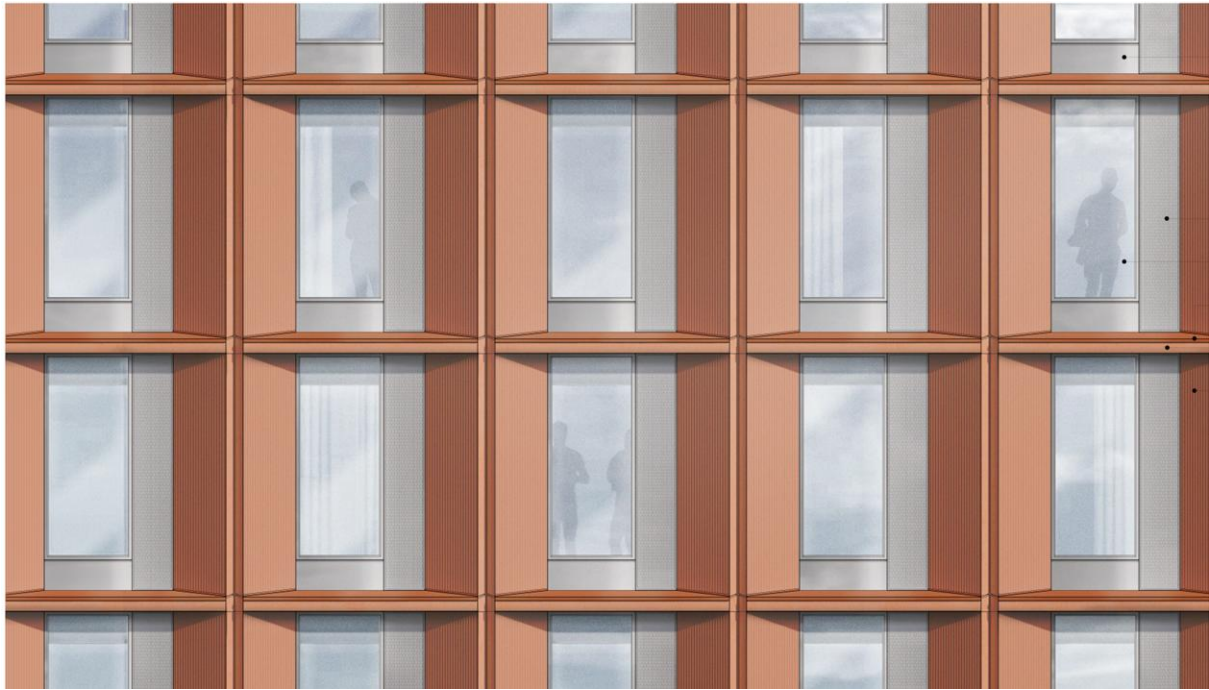
Proposed development showing the gap to Marble Public House and relationship with wider developments

The fenestration and design of the building is a single volume. A horizontal order is created through banding at every floor, creating visual breaks in the vertical block. The ground floor and top floor are taller providing a tripartite order to ground and crown of the building.

Depth to the façade is provided by the window reveals which have a V shape. The panels are ribbed to provide a crafted appearance to the elevations. The ground floor is articulated through the introduction of circular pillars in a dark grey colour.

Perforated ventilation panels are introduced adding texture and material variation.

The main façade material would be red concrete and relate well to the Marble Arch and add to the rich variety of building colours and materials in Phase 1.



Window fenestration

The 17-storey building would contrast with the Marble Arch but would deliver the principles of the SRF, creating a new active frontage to Rochdale Road, green links to area and an enhanced green setting to the listed pub. 13-metre landscaped area would remove the existing surface car park from the pubs setting. Whilst this would be a tall building in the pubs setting, it would be acceptable in the context of the street scene as a whole. Such an arrangement would not be unusual but would cause some harm to the significance of the pub.

The proposal would raise the standard of design in the area. As directed by national decision making policy DP3, this should be given substantial weight in the planning balance.

Conditions would ensure that the design is delivered to the required standard and the retention of the architect would be secured by a Legal Agreement.

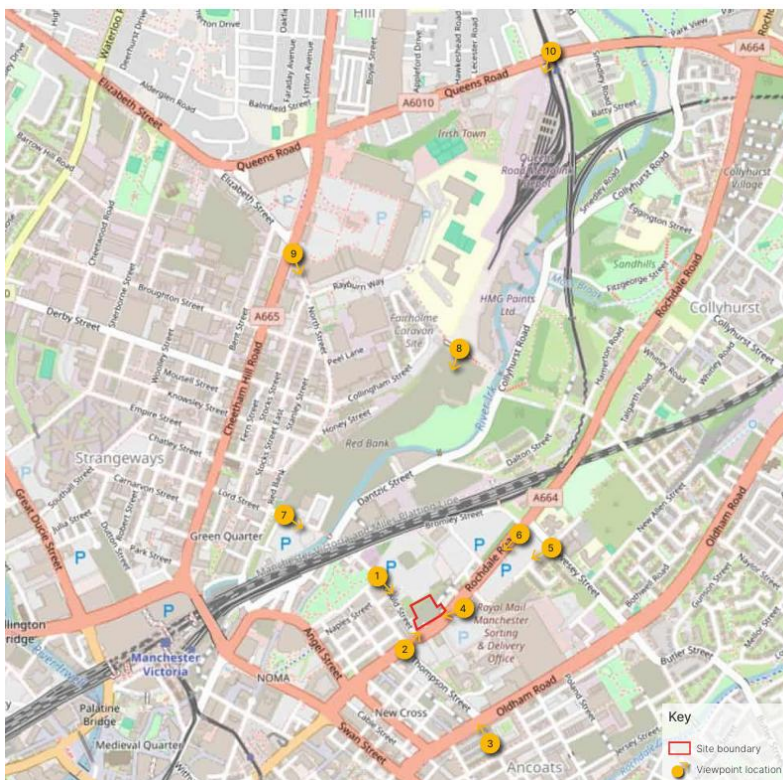
Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360-degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings and conservation areas. The assessment utilises the guidance and evaluation criteria set out in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013.

10 key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

- Viewpoint 1: View southeast from Angel Meadows Park exit / Gould Street;
- Viewpoint 2: View northeast from Rochdale Road / Thompson Street junction
- Viewpoint 3: View north from Sherratt Street
- Viewpoint 4: View southwest from Rochdale Road / Sudell Street junction
- Viewpoint 5: View west from Livesey Street / Sudell Street junction
- Viewpoint 6: View southwest from Rochdale Road
- Viewpoint 7: View southeast from Roger Street
- Viewpoint 8: View southwest from Barney's Steps Footbridge (Lowry Footbridge)
- Viewpoint 9: View southeast from Cheetham Hill Road / North Street junction
- Viewpoint 10: View southwest from Queens Road bridge (above tram stop)



Viewpoint assessment locations

The effect of the proposal on these views can be summarised as follows.

View One is an open view from Gould Street which is principally experienced by those accessing residential accommodation in the area or Angel Meadows. The steepness of Gould Street can be seen. There mid rise apartments building to the right. Phase 1 is under construction to the left. The former Gasworks wall is deteriorating and has been subject to graffiti. This is not a prominent view and can accommodate change.

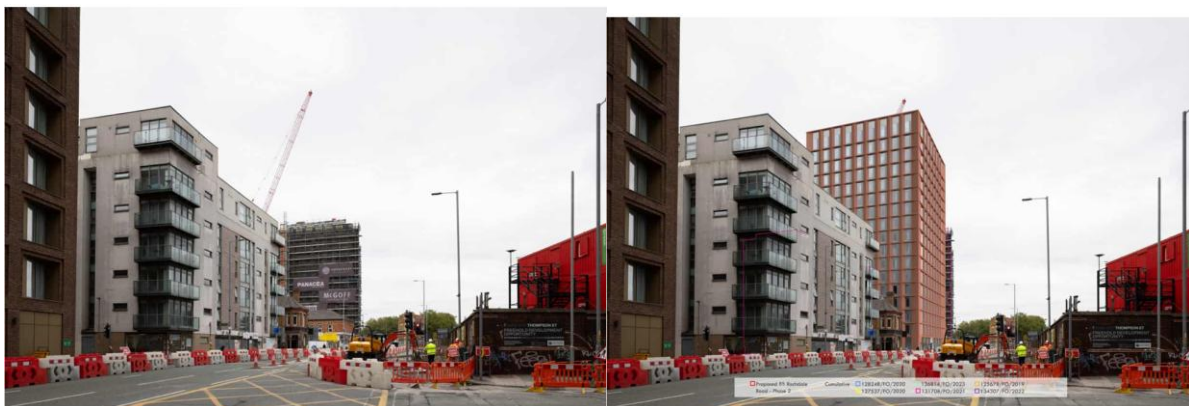


Viewpoint 1: View southeast from Angel Meadows Park exit / Gould Street (existing; left and proposed (including cumulative; right)

The scale of the proposal would noticeably change the view and terminate it though the lower sections would be screened by Phase 1. It would be a positive addition to the view.

View Two is a highly prominent view along Rochdale Road which contains the Grade II listed pub and is very sensitive. Mid rise apartment buildings are present. The listed pub and the building on the site are less prominent.

It can be seen that change has and is taking place and there is an opportunity for further change. Notwithstanding this, the presence of the designated and non designated heritage assets means that any change is sensitive.



Viewpoint 2: View northeast from Rochdale Road / Thompson Street junction (existing; left and proposed (including cumulative; right)

The proposal would notably change the view. The tall modern building would be prominent on Rochdale Road and would form a new backdrop to the much more modest public house. This would cause a degree of heritage harm to its setting. The proposal would also be seen in the context of a wider cluster of taller building. The development of the surface car park Improves activation to Rochdale Road.

View Three is a sensitive heritage view from within the Ancoats conservation area and is experienced by those who live and work in the area. It highlights the mix townscape in the area with the heritage buildings of the conservation area in the

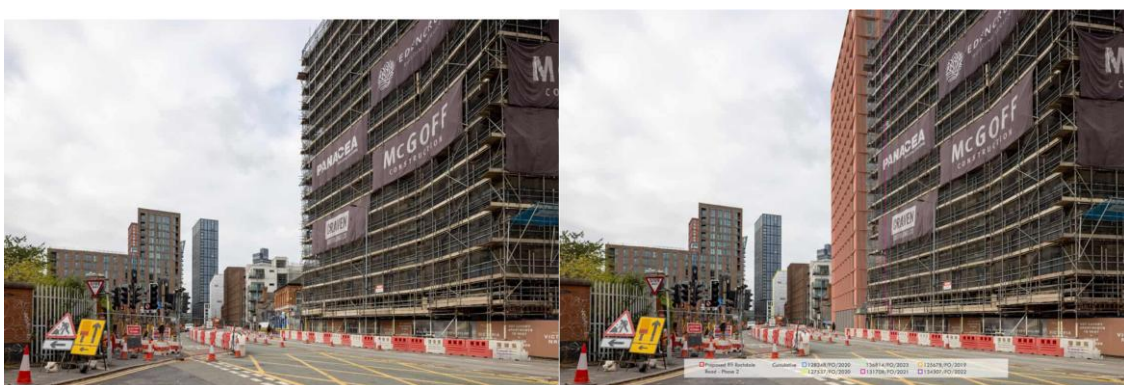
foreground, including the Grade II listed Victoria Square and terraces around Anita Street, with the more industrial and fragmented built form beyond mixed with more modern architecture. The view represents the changing townscape in the area particularly beyond the conservation area.



Viewpoint 3: View north from Sherratt Street (existing; left and proposed (including cumulative; right)

The proposal would form a new tall building which would now terminate the view. The modern architecture would contrast with the heritage character of the conservation area, but the building would remain legible and understood in their immediate context. The use of a red brick material for the proposal would ensure that it has a positive impact on the street scape as a whole.

View Four is a similar to view two but towards the city centre. The Phase 1 development dominates along with taller apartments buildings and hotels towards the city centre. The Grade II Marble Arch can be seen. The view has changed over the last few years with modern developments present on both sides of Rochdale Road. This has a positive impact on the wider townscape but has inevitably altered the context of the listed pub which is now surrounded by taller buildings.



Viewpoint 4: View southwest from Rochdale Road / Sudell Street junction (existing; left and proposed (including cumulative; right)

The proposal would noticeably change the view. Its scale would be evident and would alter the setting of the Grade II listed building, particularly its gable and chimney which would be less readily understood. This would cause a degree of heritage harm but its main frontage would still be legible. The scale, material and

architecture are considered appropriate particularly when understood against phase 1. This would enhance the view along Rochdale Road and into the city centre.

View Five is an open view in a relatively quiet location experienced by residents. The character of the area is mixed with surface car parks, which detract from the quality of the view, and low rise housing. The city skyline with high rise modern buildings forms the backdrop. The site is not immediately evident in the view which can be seen adjacent to phase 1. Change is already evident with further change expected.



Viewpoint 5: View west from Livesey Street / Sudell Street junction (existing; left and proposed (including cumulative; right)

The proposal would sit in a cluster of new development emerging in the view. Only its upper levels are noticeable above phase 1. The proposal would add positively to the contemporary buildings in the view.

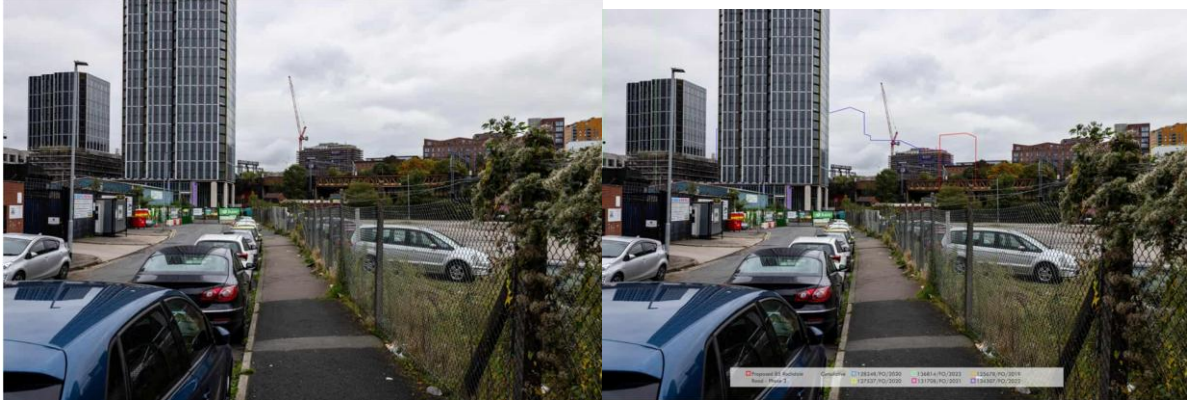
View Six is mainly experienced by users of Rochdale Road dominated by the carriageway. Parts of the Manchester skyline are evident in the backdrop. The Phase 1 development is a visual marker. There is surface parking in the foreground highlights the poor quality environs but change is visible.



Viewpoint 6: View southwest from Rochdale Road (existing; left and proposed (including cumulative; right)

Only the upper levels of the proposal can be seen. The proposal would sit within the cluster of buildings emerging in this part of Victoria North and contribute positively to the emerging character.

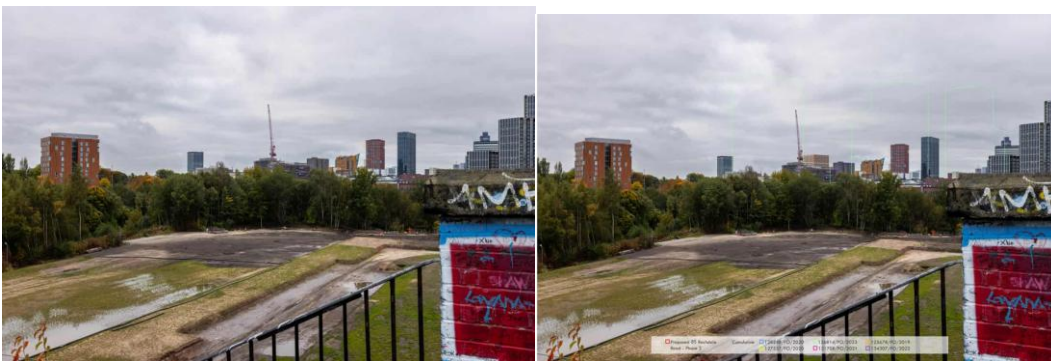
View Seven is an open view experienced by those who work in the area. Surface parking and low rise industrial buildings predominate. This contrasts with newer development such as Victoria Riverside. This is not a sensitive view and change is expected to take place.



Viewpoint 7: View southeast from Roger Street (existing; left and proposed (including cumulative; right)

The proposal would largely be screened by existing buildings and the railway viaduct with only the upper levels evident. This would be in keeping with the existing and emerging townscape context in this location.

View Eight is an open view from the historic bridge overlooking the old railway sidings on the northern edge of St Catherines Park. It is not experienced by a high number of users but provides an opportunity to view the wider city scape. New buildings are next to heritage landmarks such as the CIS tower and New Century Hall. The site and phase 1 development are in the backdrop.



Viewpoint 8: View southwest from Barney's Steps Footbridge (Lowry Footbridge) (existing; left and proposed (including cumulative; right)

The proposal is barely perceptible and would add positively to the emerging character of the townscape.

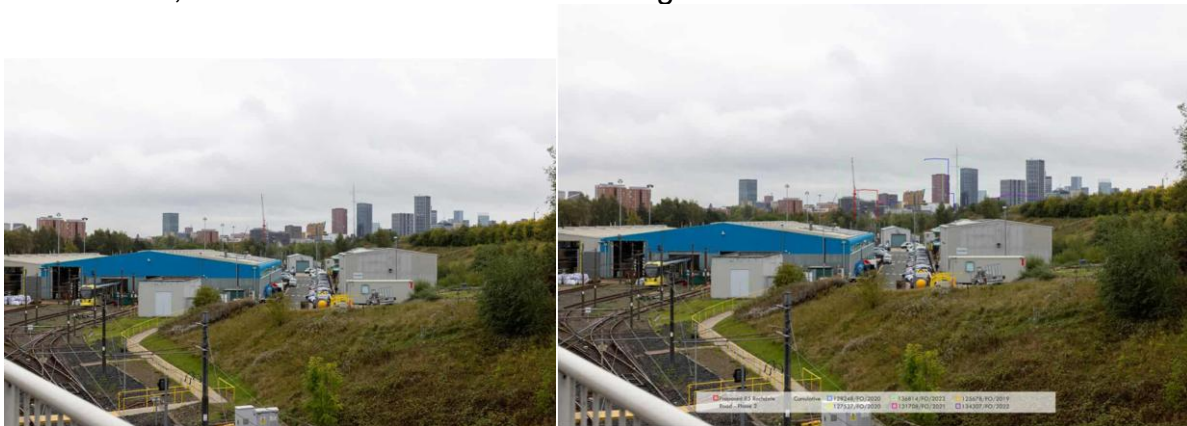
View Nine Is a framed view experienced by those at Manchester Fort Shopping Park. The modern skyline is evident whilst the immediate views is the retail park. This is not a sensitive view that could accommodate change.



Viewpoint 9: View southeast from Cheetham Hill Road / North Street junction (existing; left and proposed (including cumulative; right)

This is a long distance view and only the upper levels of the proposal are noticeable, and it would not make a perceptible impact on the view.

View 10 is an open view experienced from the tram network. The Manchester skyline is visible with taller buildings alongside heritage buildings such as Minshull Street Crown Court, the Halle building (former Church of St Peter), the CIS tower and the Town Hall complex. This wide open view has changed and is not considered to be sensitive, it can accommodate further change and evolution.



Viewpoint 10: View southwest from Queens Road bridge (above tram stop) junction (existing; left and proposed (including cumulative; right)

The proposal would add positively to this wider cityscape view. It would be a large and significant building visible from various viewpoints in and around the city centre. The overall impact would be beneficial. The impact of the height would not be unduly harmful on visual amenity or the cityscape. In the majority of instances, the impacts would be positive. The architecture and materials would create a distinctive proposal.

Some visual harm would occur where it would clearly be seen in the same context as heritage assets, particularly the Marble Arch. However, this would not affect the significance of the listed buildings as a whole which would remain legible and understood. Any harm that does occur would be outweighed by the substantial public and regeneration benefits that the proposal would deliver. This is considered in detail in the report.

Tall Building

The proposal would be a tall buildings and should be assessed against policies and guidance specifically aimed at tall buildings including the most recent Historic England Advice Note 'Tall buildings' (March 2022) and Core Strategy Policy EN2.

The Note recognises the contribution that tall buildings can make to the skylines, image, character and identity of places and Core Strategy Policy EN2 recognises the contribution that tall buildings can make to sustainability and regeneration objectives. However, tall buildings that are in the wrong place or poorly designed can seriously harm the qualities that people value about a place.

Proposals for tall buildings will be supported where it can be demonstrated that they are: of excellent design quality; are appropriately located; contribute positively to sustainability; contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and bring significant regeneration benefits.

The proposal complies with this policy. The design quality would be appropriate and the materials, ground floor activation and place would produce a proposal suitable in this area of change.

The SRF envisaged a building of scale but was not specific about what this scale would be, The proposal has been tested against EN2, and other development plan policies and it would comply with the development plan as a whole.

The proposal would exceed current environmental standards and would seek to uplift biodiversity through place making and landscaping. Active uses would improve the street scene.

The regeneration benefits would be significant and are documented in detail in this report. This includes new homes and job creation.

Impact on the historic environment

The site is not in a Conservation Area and does not contain any listed buildings or structures. The wider urban grain is varied and includes heritage assets, low quality parking, cleared sites and industrial buildings, and the railway arches are prominent. There are homes on New Mount Street and around Angel Meadows as well as the Phase 1 development.

The majority of buildings associated with the Gas Works have been cleared, but some features remain, including arches beneath the railway lines, and brick walls along the northern and western boundary. One of the depots appears to be a reused Gas Works warehouse. Some of the structures may have been basements beneath the railway lines and gas works' buildings. Other remains include the walls of a warehouse and the remains of the joiner's workshop on Gould Street.

The Marble Arch Public House (Grade II) is adjacent to the western boundary. The site also contains the Former Victoria Hotel, 85 Rochdale Road which is considered to be a (non designated heritage asset (NDHA)).

A heritage assessment has considered the impact on nearby listed buildings and non-designated heritage assets as required by national decision-making policy HE5 of the NPPF. The impact on the setting of these heritage assets, was also evaluated in the 10 views identified within the townscape assessment.

The impact on the significance of the heritage designated asset has been considered against the relevant tests within HE5 of the NPPF. The impact on the non designated asset by policy HE7 of the NPPF.

There would be some heritage benefits from the removal of a vacant site from the setting of the Marble Arch and from improvements to the landscaping and public realm.

The proposal would impact on the setting of the Marble Arch Public House (Grade II listed) and 18-20 Rochdale Road, Alexandra Place (NDHA). There would also be direct fabric impacts from the demolition of the Former Victoria Hotel, 85 Rochdale Road (NDHA).

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings.

The impact on historic fabric, including the loss of the NDHA, and the impacts on the setting of the designated assets and NDHAs is assessed below and includes an assessment on the impacts in key views.

National decision-making policy HE6 of the NPPF, states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to its conservation. Any harm to a designated heritage asset will be a matter of considerable importance and weight, which should be dealt with in accordance with paragraphs 4 to 6 of this policy.

When considering a non-designated heritage asset, national decision-making policy HE7 applies. HE7 (3) states that a proposal which would cause the total loss of the significance of a non-designated heritage asset, should only be supported where the loss is outweighed by the benefits of the proposal, having regard to the scale of the loss and the significance of the non-designated heritage asset.

Demolition of Non designated heritage assets

The former Victoria Hotel, 85 Rochdale Road would be demolished. The potential retention and reuse of the building as part of the proposal have been explored. However, if a suitable gap is to be created between the proposal and the Marble

arch, it would not be possible to develop the site in a viable manner and retain this building. This would not achieve the SRF regeneration outcomes.

The total loss of the NDHAs would cause a high degree of harm to the significance of the building. As directed by national decision-making policy HE7, the loss of significance should be outweighed by the benefits.

Impact on the setting of listed buildings

The proposal would affect the setting of the Marble Arch. The other listed buildings nearby are sufficiently far away from the site to not be affected within their significance remaining legible and understood. This has also been evaluated through the Townscape Assessment

Viewpoints 2 and 4 demonstrate the impact that the proposal would have on its setting. The significance of the pub is derived from its architectural, cultural and social history. The highly decorative façade is visible on Rochdale Road, as shown in view 2 and Gould Street which are the principal facades.

The buildings eastern gable, is less impressive, as seen in view 4. The exposed gable would have been attached to an adjoining terrace the setting of which has long been lost. As a result, the pubs gable and chimney have a prominence which would have not been the case historically.

The proposal would block the view of the building when looking west along Rochdale Road (view 4) and would appear taller than the pub in view 2. It would create a new street frontage on a vacant site next to the pub. This would re-establish the historic building line along Rochdale Road and improve the current setting.

The proposal would be considerably taller than the pub. But change is being positively promoted through the SRF with high density residential development changing the area for the better. There are other tall buildings in the area which has already affected the setting of the listed building.

The context of the Marble Arch is inevitably changing, and this is set out in the townscape assessment. The proposal would result in harm to the listed building and at the lower end of the scale.

Marble Arch Public House and Victorian Society objections

A heritage assessment produced by the applicant concludes that the proposal would negatively affect its setting and diminish its significance This could be considered as 'substantial harm' in planning terms.

The proximity of the proposal to the historic cellar could have a structural impact on the Marble Arch. The report states that the applicant should fund an independent structural survey and a full condition survey of the listed building by suitably qualified and experienced conservation contractors and any specified repairs.

The Victorian Society object as the height and architectural language is not sympathetic to the height and language of the C19th pub. They recognise efforts to revise the scheme and welcome the amendment including the green space between the proposal and the listed building and recommend this is further developed. They would like to see the proposal brought closer to that under construction. They contend that the proposal would cause Less than Substantial harm (the previous harm test in the NPPF). The Society understands the need for more housing and that the proposal will bring some public benefit with further housing. They note that no affordable housing is proposed which reduces the public benefits.

Impact on the setting of Non Designated Heritage Assets

18-20 Rochdale Road, Alexandra Place (NDHA) is the only NDHA which could be affected by the proposal. It is on the opposite side of Rochdale Road at the junction with Sudell Street. The site is clearly visible within the context of this building and forms part of its setting.

The setting of 18-20 Rochdale Road has been significantly eroded over the years, and its significance is mainly derived from its historical and architectural interest.

The proposal would be seen in the same context, but the NDHA would remain legible and understood in its context with no unduly harmful impacts arising that would warrant refusal. The open setting afforded to the NDHA due to its position along Rochdale Road would remain, preserving its significance.

Assessment of Heritage Impact

National decision-making policy HE6 (1) of the NPPF directs that 'when considering the impact of a proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to a positive effect, harm, substantial harm, or total loss of its significance.

The demolition of the former Victoria Hotel would result in the total loss of the non-designated asset. The potential retention and reuse of the building as part of the proposal has been explored. However, if a suitable gap is to be created between the proposal and the Marble arch, it would not be possible to develop the site in a viable manner and retain this building. This would not achieve the SRF regeneration outcomes.

There would be a medium level of harm to the setting of the Marble Public House.

The Victorian Society do not categorise the magnitude of harm but agree the harm is less than substantial (which equates to harm under the revised definition in the NPPF 2026).

The visual impact assessment demonstrates that the proposal would create a highly altered site around the listed building and create a prominent tall building in the townscape and within the backdrop of the listed building as seen in views 2 and 4. It

is the scale of the development, in the listed buildings setting, which causes the medium level of harm. The chimney and gable would be obscured in long range views.

Notwithstanding this, the public house would remain legible and understood in its context. Its highly decorative façades would remain visible and fully appreciated at the junction of Rochdale Road and Gould Street. The contrasting modern architecture and materials would ensure that the more modest scale and highly decorative façade and historic materials of the public house form the centre piece of the view, as would have been historically the case.

A new green space would create a 13m space between the public house and the new proposal. This would allow some breathing space to the listed building particularly at street level.

The structural concerns of the public house are noted and have been raised with the applicant who has committed to undertaking appropriate surveys before and after the development and movement monitoring during the works. The applicant has employed such methodologies during the phase 1 works. The applicants' structural engineers will prepare a strategy for surveying, monitoring, demolition/site enabling, temporary and permanent works. Industry best practice would be employed throughout the construction process.

The Marble objection particularly points to the proximity of piling. The extent and location of piling is not yet known and would come at a later stage once the contractor team has been appointed. This would include the surveying and preparation of strategies (including agreed vibrations levels) as above as well as any party wall considerations.

The applicant is committed to ongoing dialogue with the public house as was the case with Phase 1 and has agreed to fund an independent surveyor to oversee the works on behalf of the public house.

In the event that movements or vibrations are detected above agreed threshold levels, works on site would cease until an alternative methodology has been agreed.

The objection from the pub states that the applicant should be required to make good any damage arising from demolition, excavation, piling or construction activity and should fund all remedial works identified through on-going monitoring of the building during the construction process. The applicant concurs that this is a normal part of the development process should any impacts arise.

National decision making policy HE6 (4) of the NPPF requires it is necessary to ensure that the harm caused to designated assets is outweighed by the public benefits that a proposal would deliver. Public benefits should be considered in light of para 17 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental. Guidance is also provided in the PPG.

In weighing applications that result in the total loss of a non designated heritage asset, the loss should only be supported where it is outweighed by the benefits (HE7 (3)).

This proposal would deliver the strategic objectives of the SRF, including the redevelopment of a brownfield site in a highly sustainable location. This proposal would represent the applicants second phase of residential development in the area and would underpin the aspirations of the SRF which identified this site for high density homes and place making.

153 space standard compliant and accessible homes would be delivered. The proposal would contribute positively to the city housing land supply within a highly sustainable location where there is access to public transport and amenities.

The Public House and the Victoria Society consider that the absence of affordable housing should diminish the public benefits of the scheme. In addition, the public house note that the Council's housing pipeline is strong and therefore the tilted balance in paragraph 11(d) of the National Planning Policy Framework is not engaged. They conclude that whilst the delivery of additional market housing is a benefit, it should not attract the exceptional weight that might be afforded in circumstances where a housing land supply shortfall exists.

There would be no upfront provision of affordable housing and this is considered elsewhere within this report. Officers consider that the provision of new housing is a public benefit, that should be given significant weight. New homes are essential if the city is to remain competitive, and to grow its population. A failure to maintain its housing supply in sustainable locations such as this would undermine the city's regeneration aspirations for Victoria North. The area is critical to the city housing land supply and delivery of wider place making and infrastructure improvements.

The NPPF has been revised since this proposal was submitted and representation received. The Council currently has a shortfall of housing when measured against the Housing Delivery Test in the revised NPPF. The presumption in favour of development applies in this instance and substantial weight should be given to the benefits of providing homes which would contribute toward meeting evidenced need (policy HO7). There would be harm to the designated and non-designated assets. The delivery of the homes would result in public benefits and this has to be given substantial weight in the planning balance.

The proposal would contribute positively to the townscape. The architecture and use of materials would meet the required standard for design for a building of this scale. It would improve the setting of this main radial route. The proposal would create new public realm and connect into a broader network of spaces in this part of Victoria North which is a key component of the SRF.

A Local Labour Strategy would promote employment and skills enhancement opportunities for local people through training and work experience. The applicant would work with the Council's work and skills team to build partnerships between education and employers through construction and operation.

The proposal would be highly sustainable and incorporate sustainable technologies to reduce its environmental impact. The landscaping would improve biodiversity including measures to manage water. The proposal would be accessible to all users, including those with mobility impairments.

There would be a total loss of the former Victoria Hotel and to the setting of the listed public house. The latter would result in a medium level of harm.

Where harm cannot be avoided (including total loss in this instance of the no designated heritage asset), it should be mitigated or minimised. It also requires clear and convincing justification to overcome the great weight attached to preserving heritage assets. The Marble Public House and the Victorian Society do not consider this harm has been clearly or convincingly justified as set out above or that there are sufficient public benefits to outweigh the level of harm caused.

The proposal would deliver significant economic, social and environmental benefits in a key regeneration area and it is therefore necessary to consider whether these public benefits outweigh the harm to the designated heritage asset. This is a careful judgement as there are impacts to the designated asset and there are public benefits.

Having considered all of these matters carefully, officers believe that these public benefits would outweigh the medium level of harm that would occur to the designated asset.

In the case of the former Victoria Hotel (NDHA), there is sufficient benefit to outweigh the total loss of the asset.

On balance, therefore, it is considered, that, notwithstanding the very considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S16 and S66 of the Listed Buildings Act, the harm caused would be outweighed by the public benefits of the scheme and meet the requirements set out in national decision making policies HE6 and HE7 of the NPPF.

As directed by national decision making policy HE10, where a proposal would result in the loss of the whole of a heritage asset, whether designated or not, it should not be approved without all reasonable steps being taken to ensure that it will proceed after the loss has occurred. The policy goes on to state that planning conditions can be used to secure the development against the loss of the asset.

It is recommended that a planning condition is imposed to ensure that a main build contract to redevelop the site has been entered into before demolition of the non designated heritage asset can take place.

Impact on Archaeology

GMAAS have advised that there are no archaeological requirements.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The public realm would provide hard and soft landscaping and enhanced linkages which responds to the principles of the SRF and would enhance the setting to the listed pub.

A shared garden, with tree planting, includes a network of sub-spaces designed for a variety of uses. The garden offers spaces for recreation, play, relaxation, and social interaction. The Phase 2 development has passive spaces for people to dwell and socialise. These areas are defined by rain garden planting and small shade-tolerant trees. A garden space would be created between the listed public house and the proposal on Rochdale Road.



Landscaping scheme including update to the Phase 1 scheme

Natural stone would be used throughout, including to Rochdale Road, to enhance the pedestrian areas of the landscaping scheme and to tie in with Phase 1.

Impact on Ecology

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to ecology. The soft landscaping and the bird and bat boxes (including swift boxes) would result in biodiversity net gains. This would be secured by planning condition. The proposal complies with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

Impact on Biodiversity

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite,

offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of PfE requires two trees to be planted for every tree lost plus biodiversity enhancements.

The site is primarily hardstanding, and the baseline habitats do not exceed 25 sqm. Therefore, the proposal is exempt under the de minimis rule. Biodiversity would be increased through the soft landscaping. The management and monitoring of the on-site BNG created should be subject to a 30 year management plan.

Effects on the Local Environment/ Amenity

National decision making policy P3 requires that occupiers have adequate access to light and avoid exposure to levels of air, noise, artificial light or other sources of pollution. Proposals should also not give rise to, or contribute, to, an unacceptable level of access to daylight and sunlight or other forms of pollution on or beyond the site. Consideration has been given to the impact on daylight, sunlight, privacy, noise, contamination, air quality, wind environment and TV reception below.

(a) Sunlight, daylight and overlooking

An assessment has established the likely significant effects of the proposal on daylight and sun light received by properties around the site. Consideration has been given to any instances of overlooking which would result in a loss of privacy.

The BRE guidelines have been used to assess surrounding properties to provide a method for assessing daylight, namely– Vertical Sky Component (VSC) and No Sky Line (NSL). The VSC of a window may be adversely affected if it is less than 27% and less than 0.8 times its former value. For NSL, a room may be adversely affected if the daylight distribution (NSL) is reduced beyond 0.8 times its existing area.

For the assessment of sunlight, the approach assesses the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, the room should still receive enough sunlight).

The following properties were assessed:

- Phase 1 Apartment Buildings, 87 Rochdale Road;
- Phase 1 Coach Houses, Gould Street;
- 6 Ludgate Hill;
- Citadel Apartments, Ludgate Hill;
- 18 20 Rochdale Road.



Location of properties considered for daylight and sunlight

Para 129 (c) of section 11 of the NPPF states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Consideration has only been given to the beer garden at the Marble Arch Public House.

A summary of the impacts is detailed below:

Phase 1 Apartment Buildings, 87 Rochdale Road

318 windows to 256 rooms have been assessed for daylight. 119 windows (37%) would either continue to achieve the BRE's Target, or retain VSC figures of at least 0.8x baseline value where the reduction would not be noticed by the room occupants (when compared to current conditions).

The remaining 199 windows would not achieve the VSC target.

Of the 256 rooms considered, 132 rooms (52%) would experience either no reduction or negligible impact on the NSL. 124 rooms, comprising 40 living room/kitchens (LKDs) and 84 bedrooms, would experience a reduction in NSL which is noticeable to room occupants.

The LKDs, in BRE terms are of greater sensitivity. 59 LKDs (60%) would pass the NSL test. The remaining 40 would experience an impact ranging from low to high.

The impact on the rooms and windows is a consequence of current vacant nature of the site which these windows enjoy and open view over.

223 rooms (88 LKDs and 135 bedrooms), with 285 windows have been assessed for sunlight impacts. 221 rooms currently achieve the BRE guidelines because of the vacant nature of the site.

85 rooms (38%) would continue to achieve the BRE sunlight target or retain APSH values of 0.8 times its current value meaning it would not be noticeable. 38 rooms (17%) would achieve the BRE annual and winter sunlight targets or achieve values that are within a perceived acceptable tolerance of them. 64 rooms (29%) would achieve either the annual or winter target (or come within a perceived acceptable tolerance of them). 36 rooms (16%) would not achieve either the annual or winter sunlight target with the amenity impact noticeable. Of the 36 rooms, 21 are bedrooms which are not as sensitive from an amenity perspective. The remaining 15 are LKDs and are located between the ground and 6th floor level. This is a modest amount in comparison to the development as a whole and only benefit from the current higher levels of amenity due to the vacant nature of the site.

There would be a varying degree of harm to the amenity of the properties which would overlook the proposal in terms of daylight and sunlight. The relationship is not unusual within an urban setting and comparable with other developments nearby. The level of impact on the amenity of the homes would not be of a severity which would warrant refusal, with a large number of windows and rooms retaining suitable levels of daylight and sunlight.

Phase 1 Coach Houses, Gould Street

24 windows to 17 rooms have been assessed for daylight. 17 windows (71%) would either continue to achieve the VSC target or retain VSC values of at least 0.8 times their former value. Of the remaining 7 windows (29%), 4 serve bedrooms and 3 would serve LKDs, with one on the ground floor and two at the third floor. The ground floor window would pass the NSL test and is a dual aspect room and the living portion has a window which has no reduction in VSC. The third floor LKD would experience only a low magnitude of change in NSL. This room is also dual aspect with three windows.

15 of the 17 rooms (88%) would pass the NSL test. One bedroom and one LKD would experience low magnitude of change.

All 10 rooms would continue to achieve sunlight targets.

There are three (future) ground floor external amenity areas and two roof level terraces currently under construction. Only two of the spaces are anticipated to achieve the BRE target. None of the ground floor external amenity spaces would achieve the BRE sunlight target with the proposal in place.

These future ground floor amenity spaces are to the northeast of the Coach Houses building which means that they are inherently limited to access to direct sunlight and only achieve good levels of sunlight due as the application site is vacant.

The roof level terraces, facing Gould Street, would experience no reduction in sunlight amenity as a result of the development.

The impact on the amenity of the Phase 1 Coach Houses would be minor and would not warrant refusal of this application and are within an acceptable range for this high-density location. The effect on living standards would be acceptable.

6 Ludgate Hill

97 windows to 87 rooms (comprising 34 LKDs and 53 bedrooms) have been assessed for daylight. 22 windows (23%) would either continue to achieve the VSC target or retain VSC values of at least 0.8 times their former value.

77 windows (79%) would not achieve the VSC target and would experience reductions that could be noticeable. 44 would experience low magnitude of change and 33 a moderate magnitude of change.

55 rooms (comprising 27 LKDs and 28 bedrooms) of 87 (63%) would pass the NSL test, experiencing negligible or no reduction in daylight distribution.

32 rooms (7 LKD rooms and 25 bedrooms) (37%) would experience reductions in daylight distribution that could be noticeable. Of these, 25 are bedrooms and the windows are positioned right at the corner of the room. This currently limits distribution of light, particularly when compared to a more centrally positioned window, and makes the room more susceptible to noticeable changes in NSL.

The majority of LKDs (27 of 32 where impact would arise), would experience negligible reductions in the NSL.

There are no sunlight implications as there are no windows which are 90 degrees due south. There are no amenity areas which require consideration.

The impact on the amenity of the 6 Ludgate Hill would be minor and would not warrant refusal of this proposal.

Citadel Apartments, Ludgate Hill

120 windows to 84 rooms have been assessed for daylight. 116 windows (97%) would achieve the VSC target of 27% or retain a VSC of at least 0.8 times its former value. Four windows (3%), which serve dual aspect rooms, would not achieve the target but would pass the NSL test.

80 rooms (95%) would pass the NSL test. 3 of 4 rooms (5%) which do not pass the NSL test are bedrooms which have a lower sensitivity to daylight. These rooms also over the Gasworks development and have a window which is served by a balcony which already impacts on its daylight availability. The remaining room is an LKD where there is a low magnitude of change.

6 rooms (presumed to be LKDs), servicing 24 windows have been assessed for sunlight impacts. All the rooms currently achieve both the annual and winter sunlight target.

5 rooms (83%) would continue to achieve both sunlight targets or retain at least 0.8 times its current value. The remaining room is located at the ground floor and achieve an acceptable tolerance level against the winter and annual target.

The impact on the amenity of the Citadel Apartments is considered to be minor with the majority of the impacts associated with the cumulative impact with the former Gasworks development. The impacts are not considered of a magnitude to warrant refusal of this planning application and are within an acceptable range for a city centre location and resulting impact on living standards.

18 20 Rochdale Road

22 windows to 8 rooms have been assessed for daylight. All windows would achieve the VSC target or retain 0.8 times its former value with the development in place. All rooms would also meet the NSLL test.

4 rooms, served by 15 windows, have been considered for sunlight impacts. All rooms would continue to achieve the annual and winter sunlight targets.

There are no impacts on the amenity of the homes within 18-20 Rochdale Road.

Marble Arch Public House Beer Garden and roof terrace

The public house has an external amenity area which has been considered for sunlight impacts. Currently, the garden is not well sunlit and currently achieves the BRE target to approximately one third of its area.

There would be a small reduction in sunlight amenity as a result of the proposal with 28.8% of its area anticipated to receive 2 hours of sun on the 21 March. This would be a small reduction.

The roof terrace would continue to achieve the BRE target of 2 hours time in sun on 21 March to less than 50% of the area.

Overlooking

There are residential buildings close to the site which would be separated by either a road or public realm. This is an area where density will increase as the objectives of Victoria North are delivered. The relationship between the buildings is not unusual for this emerging context.

The Marble Public House has raised specific objections regarding the effect of the roof terrace associated with the flat in the pub. They contend that this is an established private amenity space and the proposal would create a sense of enclosure as a result of its height and mass which would diminish the quality and enjoyment of the space.

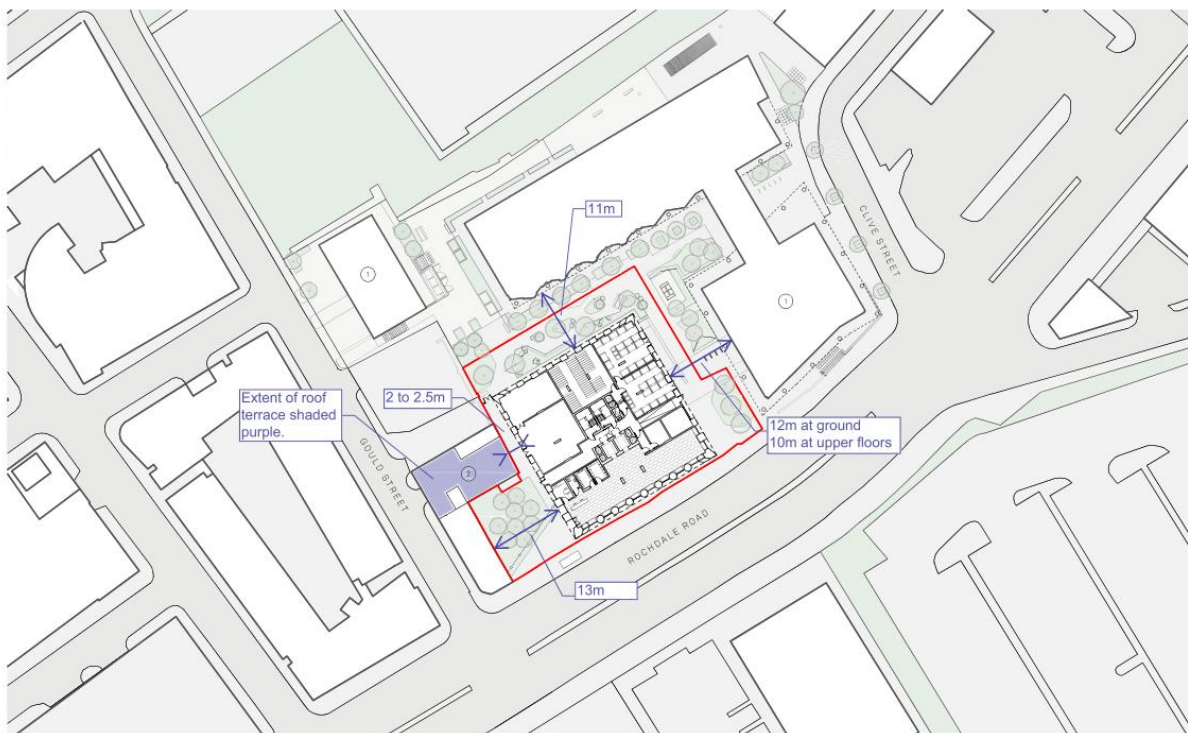
They also state that the flat would be affected including a principal hall window. In addition, they are concerned that habitable room windows associated with ten proposed apartments would directly face the first floor roof terrace of the flat creating an unusually intense overlooking relationship.

The sunlight and daylight study shows that 60% of the roof terrace would achieve at least 2 Hours of sunlight on 21 March. 65% the terrace currently receives this.

The proposal would be close to the terrace, but this would not give rise to an unacceptable impact on living accommodation with the terrace receiving a suitable level of sunlight.

The flat above the pub has a window located at ground floor in the side gable facing the application site and a first floor window in an outrigger facing into the roof terrace. The window in the side gable is a hall window and therefore not a habitable room. The proposal would be 13 metres from the gable of the public house, 2.5 metres from the roof terrace and 13 metres from the outrigger. There would be oblique views toward the outrigger window from the proposal.

The proposal would be close to the pub, its windows and roof terrace. Its scale would result in a loss of privacy, but the oblique nature of the view from the proposal, combined with the 13 metre gap between the windows, would ensure that there would be no unacceptable impacts on the living accommodation which would warrant refusal of this application. The gap to the roof terrace is narrower at 2.5 metres. There is a screen to the roof terrace which would minimise this harm and the effect on amenity which would ensure the impacts are not significant enough to warrant refusal of this application.



Distances between the proposed development and the Marble Public House

(b) TV reception

A TV reception survey has concluded that there is unlikely to be any interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. As the site is currently used as a small surface car park together with an existing low rise building. Given the limited on site activities, any changes may be noticeable to any sensitive user groups in the local area and therefore mitigation may be required.

The site is close to homes, offices, hotels, and other commercial uses. Sensitive user groups include residents, parents, children, business owners and visitors who could be affected by construction traffic, development activities and any effects associated with the completed scheme.

During construction, there is a risk of increased dust and vehicle emissions from site activities and materials movement, which could affect local air quality. There would be material export and import, temporary stockpiling of materials, groundwork for foundations and services, construction of buildings, landscaping works; and vehicle movements.

The existing building on site would be demolished prior to earthworks and construction. This volume to be demolished is considered modest and therefore the potential for dust emissions is low.

Earthworks would principally involve excavating material, haulage, tipping and stockpiling. There would also be site levelling works and landscaping. The area that these works would take place in is modest with the potential for dust to be low.

Traffic would be routed along the existing road network which is in good condition and tarmacked. The potential dust emission during Trackout is considered to be low.

The highest impact on dust from the construction process is from the construction of the building. This has potential to give rise to largest amount of dust in the entire process with the impacts associated with this being high without mitigation.

There are homes and businesses near the site which are at risk of increased dust and vehicle emissions from site activities and materials movement, which could affect local air quality and impact on human health.

The construction effects have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the

Assessment of Dust from Demolition and Construction' document, published in 2014. Elevated dust, particulate matter and pollution concentrations could be generated on site, particularly from exhaust emissions from traffic, plant and earthworks, which, if not carefully controlled could give rise to unacceptable impacts on the sensitive groups in the area such as residents. There could be cumulative impacts from other nearby developments which would be under construction at the same time.

The impact on the health of nearby residents, businesses and visitors could, without mitigation, be noticeable particularly from earthworks and construction. The impacts on local air quality conditions would not be of a magnitude to warrant refusal as construction effects can be minimised through the adoption of measures in a construction management plan which would be secured by planning condition. This would include agreement of the demolition method statement.

The impact on local air quality conditions have also been considered when the development is complete. This would be a car free development with trips generated from servicing, access and taxis. The impact on existing air quality conditions is therefore expected to be low.

Given the current poor air quality conditions, future residents would be exposed to elevated pollution levels from road vehicle exhaust emissions in the vicinity of the site.

The elevated position of the homes from first floor and above up to 17 storeys means that residents would not be exposed to conditions which are considered to be unduly harmful. The windows would not open and there would be a mechanical ventilation system.

There are no substantial combustions sources associated with the proposal and the development is 100% electrical. Heating will be provided by electric panel heaters, and domestic hot water by integrated heat pump hot water cylinders in each home.

There would also be sufficient on site cycle parking to meet residents needs and encourage other forms of sustainable transport alongside the provision of a travel plan.

It is acknowledged that local air quality conditions are poor but, there would no material impact on current air quality conditions from this proposal either during construction and when the development is occupied, subject to mitigation. Environmental Health concur with the conclusions and recommendations within the air quality report.

The mitigation measures would be secured by planning condition, and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions.

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 400m radius around the site was established. The assessment considered mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects on wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The current wind conditions, for pedestrian safety and comfort, are within an acceptable limit for their intended use.

No wind safety risks due to strong winds were identified with wind conditions remaining suitable for all thoroughfares, roadways, bus stops, proposed entrances, off-site entrances, proposed ground level amenity, proposed terrace level amenity, proposed balconies, and existing amenity spaces.

The Marble Public House is concerned about the impact on wind conditions in the beer garden and roof terrace. The wind conditions in the beer garden and roof terrace are currently suitable for use. The wind report concludes that the proposal would not affect the suitability of these areas for long term sitting during the summer and other prolonged periods of outdoor seating.

There would be not unacceptable impacts on the amenity as a result of the proposal and this would ensure that the operations of the public house are minimised.

Noise and Vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground, servicing and demolition activities.

Construction noise levels would be acceptable provided that the operating and delivery hours are adhered to, with an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

When the proposal is occupied, the acoustic specification of the homes would limit noise ingress, particularly from nearby roads, and from commercial accommodation.

A mechanical ventilation system and appropriate glazing would ensure that noise levels in the homes are acceptable, and they do not overheat. Further details would be agreed by a condition and be subject of verification prior to occupation.

The Marble Arch is a sensitive adjacent use. There is also Nowhere Bar at 1 Burstock Street which is a late night venue. The Marble Arch have raised concerns about the impact of the construction process on their operations as well as any impact on their business as a result of new residents being close to their building.

In accordance with the 'agent of change' principle, it is important to consider whether the operations of an existing business could have a significant adverse effect on new development in its vicinity and suitable mitigation is put in place before the development has been completed (as required by paragraph 200 of the NPPF).

The applicants acoustic report has considered the proximity of the Marble Public House and the nature of its operations. Measures can be put in place during the construction process to ensure that the impact of the public house operations on the residential accommodation are minimised.

The residential accommodation can be acoustically insulated to prevent any noise impacts on the future residents. Environmental Health are satisfied that an appropriate acoustic mitigation scheme can be put in place at the development. This would include an appropriate glazing and mechanical ventilation systems at the development.

This further testing, and the final details of the acoustic scheme, would need to be submitted before any of the homes are occupied including post completion testing of the systems to ensure they are adequate. This would be secured as part of the conditions of the planning approval.

Similarly, conditions would be used to ensure that the construction process is carefully managed to prevent any unduly harmful impacts, with engagement with local businesses, and residents, being strongly encouraged to inform them of noisy work.

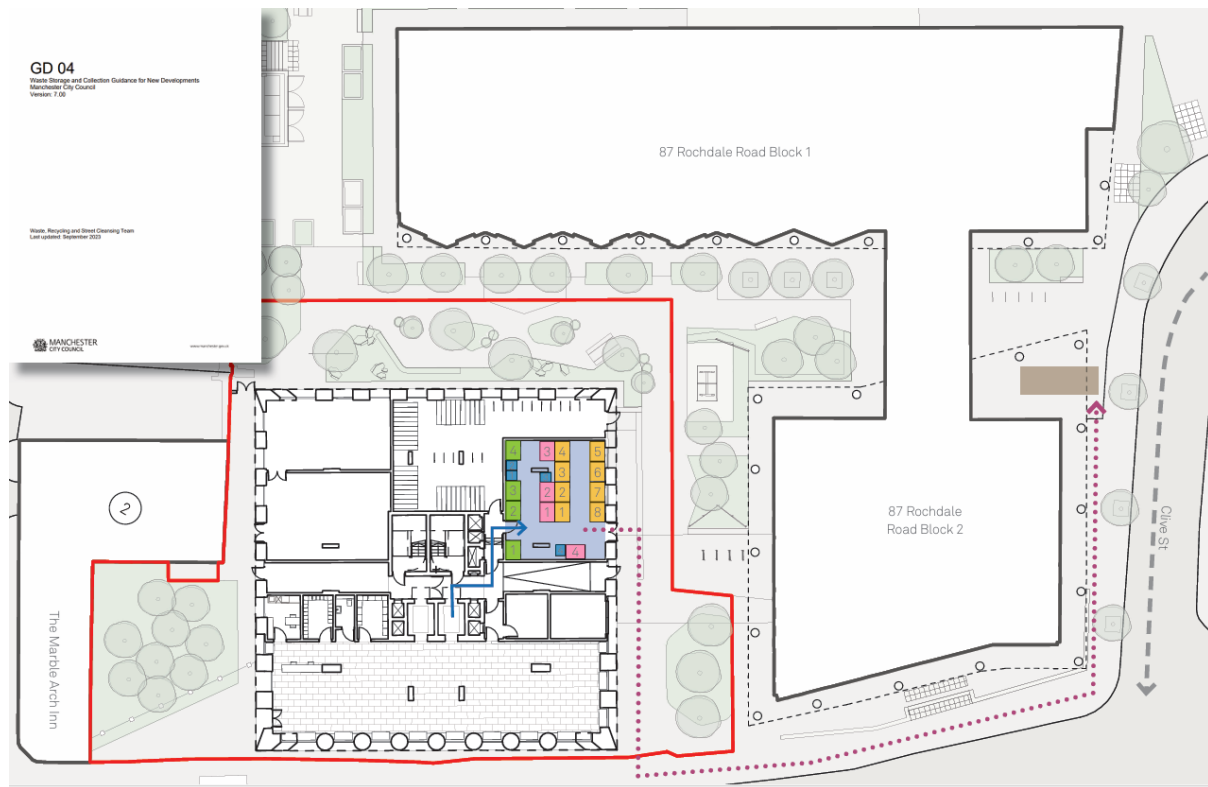
It is acknowledged that would be some short term, temporary impacts from the construction process but these impacts can be managed and mitigated. The applicant has also been strongly advised to obtain membership of the Considerate Constructors Scheme.

There would be no unduly harmful impacts on future residential amenity provided appropriate acoustic measures are implemented. This in turn would ensure that the operations of local businesses can continue as they do at present.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

The refuse store is located at the ground floor on the north facade. The entrance to the refuse lobby is within 30metre travel distance from apartment doors.



Location of the waste storage area

The waste store will provide separate containers for the four separate waste streams.

The Council requires 110 litres per apartment for general waste, plus at 55 litres per apartment for pulpable recycling and at 55 litres per apartment for co-mingled recycling. Food waste is based on 10 litres per apartment. This is based on a Council collection frequency of 1 waste stream every two weeks.

The waste store measures 66m² which meets the Council requirements and will accommodate the following bins:

- 8no. 1100L Eurobin of general waste;
- 4no. 1100L Eurobin of pulpable recycling;
- 4no. 1100L Eurobin of co-mingled recycling; and
- 4no. 240L bin of food waste

The onsite building management team would move the waste to the collection point. The bins will be brought out immediately prior to collection and returned immediately after collection to ensure minimal disruption to the footway

The waste arrangements for the homes is acceptable to Environmental Health and should form a condition of the approval.

Accessibility

All entrances would be level. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm.

All homes would comply with the City Council's space standards as well as the requirements in PfE that all new homes should meet a minimum of M4(2): 'accessible and adaptable dwellings'.

There are four accessible car parking bays in the phase one development which can be utilised by residents in this building. One would be made available for this scheme but as this is a build to rent scheme, this can be managed by the on site team if further spaces are required.

Flood Risk/surface drainage

The site is in flood zone 1 and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from proposals which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the Council's flood risk management team and further details are required to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions. The strategy includes swales and rain gardens to promote sustainable drainage principles. A verification and monitoring condition should be imposed.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby. The location of the site, close to all forms of public transport, would limit the need to travel by private car and offer genuine choice of travel. This is in line with national decision making policy TR3.

The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network. There would be limited on site parking, with the proposal sharing the 29 spaces in the phase 1 basement. This includes 4 accessible bays of which one will be allocated to this proposal.

The impact of the proposal on Holcroft Moss has been assessed and it would not be necessary for the proposal to contribute to the mitigation plan.

There would be 108 cycle spaces in dedicated secure cycle stores, with more available in the phase one building and in the public realm.

A travel plan would support the residents travel needs. A condition should ensure that the travel plan is monitored and that residents parking needs are met.

The main servicing route would from Clive Street and Back St George's Road with a new loading bay on Clive Street which has been implemented as part of the phase one works. The servicing arrangements are satisfactory.

A review and amendment to the Traffic Regulation Orders would be required along with signage and reinstatement of footways. A construction management plan would have to be agreed. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the proposal would bring vitality to this area and more active frontage. A condition is recommended requiring the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment remediation strategy is required to ensure that there are no unacceptable impacts, the land is properly remediated and impact on controlled waters is minimised. A condition should also be imposed in respect of piling methods to avoid pollution to ground water.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through building control.

The HSE have considered the proposal as part of the Gateway One process and have advised they are content.

Construction management

Work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be relatively short in duration and predictable. A condition requires a construction management plan to be agreed and include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent dirt and debris along the road and beyond. Construction vehicles are likely to use Gould St and Rochdale Rd.

There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption to the surrounding area.

Specific comments have been raised about the impact of construction traffic on the Marble Arch along with concerns regarding piling, vibrations and operations of the public house during the construction period.

The applicant has provided various commitments in the planning submission regarding communication with the public house and associated monitoring or vibrations and noise including any party wall agreements.

The applicant acknowledges the importance of ongoing communication with the Marble Arch and other affected parties.

The final details associated with construction management would be agreed through a condition. Provided the initiatives outlined above are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition requires the final construction management plan to be agreed to ensure the process has the minimal impact on surrounding residents and the highway network.

Permitted Development

DM6 2(c) of the NPPF states that planning conditions should not be used to restrict national permitted development rights unless there is a clear justification to do so.

National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

Legal Agreement

This application will be subject to a legal agreement which would secure affordable accommodation at the site as set out under the heading 'Affordable Housing' within this report.

The project architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

National decision making policies within the NPPF direct that there is a presumption in favour of sustainable development and that developments within settlements should

be approved unless the benefits of doing so would be substantially outweighed by any adverse effects. The NPPF sets out the circumstances for this.

The proposal would have a positive impact on the regeneration of this area and would contribute to the supply of high quality homes. As directed by national decision making policy HO7, this should be given substantial weight in the planning balance.

Active frontages and the design would make a positive contribution to the city scape. The building would be of a high level of sustainability and reduce CO2 emissions.

There would be a harm to the setting of the listed public house as well as the total loss of the NDHA, the former Victoria Hotel which would be demolished.

The impact on the listed building amounts to a medium level of harm which is outweighed by the public benefits that the scheme would deliver in terms of removing this low quality vacant site and providing new homes (should be given substantial weight as directed by national decision-making policies L3 and HO7). It is acknowledged the proposal would result in the loss of the NDHA. The loss of this building would cause harm. It has not been possible to retain the building whilst retaining a gap to the listed building. The public benefits again outweigh the harm caused (Policy HE7 of the LPPF)

There would be no unduly harmful impacts from noise, traffic generation, air quality, water management, contamination or loss of daylight, sunlight and privacy. Where harm does arise, it can be mitigated and would not amount to a reason to refuse this planning application. The buildings and its facilities would be fully accessible.

The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can be mitigated to minimise the effect on the local residents and businesses.

Other Legislative Requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation	Resolve to Approve subject to the signing of legal agreement to secure a review of the viability (including further review if the BTR asset is sold within 15 years) together with the retention of the project architect.
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Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. Further discussions have taken place during the course of the application/ The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to planning application 145583/FO/20206

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings

243-JMA-B1-ZZ-DR-A-042200 P09, 243-JMA-B1-ZZ-DR-A-042201 P09, 243-JMA-B1-00-DR-A-022200 P12, 243-JMA-B1-ZZ-DR-A-042202 P09, 243-JMA-B1-00-DR-A-000200 P02, 243-JMA-B1-02-DR-A-022202 P01, 243-JMA-B1-ZZ-DR-A-042203

P09, 243-JMA-B1-ZZ-DR-A-104200 P03, 243-JMA-B1-ZZ-DR-A-104201 P04, 243-JMA-B1-AA-DR-A-052200 P05, 243-JMA-B1-01-DR-A-022201 P08 received by the City Council, as Local Planning Authority, on the 18 August 2026

15286BKPV1 16DRS3016 p02, 15286BKPV1 00DRS1000 P03, 12586BKPV1 14DRS3014 P02, 15286BKPV1 15DRS3015 P02, 15286BKPV1 09DRS3009 P02, 15286BKPV1 11DRS3011 P03, 15286BKPV1 12DRS3012 P03, 15286BKPV1 10DRS3010 P03, 243-JMA-B1-17-DR-A-022217 P02, 15286BKPV1 08DRS3008 P03, 243-JMA-B1-08-DR-A-022208 P02, 15286BKPV1 17DRS3017 P03 received by the City Council, as Local Planning Authority, on the 31 March 2026

Supporting information

Design and Access statement V2 received by the City Council, as Local Planning Authority, on the 18 August 2026

Holcroft Moss Technical note received by the City Council, as Local Planning Authority, on the 22 April 2026

Heritage Statement; Noise Assessment; Affordable Housing Statement; Air Quality Statement; Broadband Connectivity Assessment; Crime Impact Statement; Community Involvement Statement; CEMP / Waste Management; Demolition Phasing Plan and Method Statement; Daylight / Sunlight; Design and Access statement; Preliminary Ecological Assessment and BNG Exemption; Flood Risk Assessment and Drainage; Phase 1 Site Investigation; Lighting Assessment; Tall Buildings Statement; Transport Statement/Travel Plan; Wind Report; Energy Statement, Upfront Carbon Assessment and Overheating Report; Landscaping Plans; Townscape and Visual Impact; Archaeological Assessment; Blue and Green Strategy Response; TV and Radio Reception Impact Assessment; Local Labour Agreement; Fire Statement; Financial Viability Assessment; Management Strategy; Waste Strategy; Residential Standards received by the City Council, as Local Planning Authority, on the 32 March 2026

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) The demolition of the former Victoria Hotel shall not be undertaken before and until a contract for the carrying out of the main building works have been made for the redevelopment of the site and evidence of that contract has been supplied and agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of preserving the non-designated heritage asset on site if the delivery of the development does not come forward in order to realise the public benefits which are necessary to outweigh the total loss of the asset pursuant to national decision making policy HE10 of the NPPF and policy EN3 of the Manchester Core Strategy.

4) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the

protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the commencement (excluding demolition) of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements). This should account for all flood volumes predicted by the hydraulic calculations.
- Construction details of flow control and SuDS elements.
- Feasibility assessment and engineering details of the Green / Blue Roof.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753). Where minimum easements cannot be met, evidence is required from the structural engineer that the building foundations are appropriately designed to protect the building and tank. Details of the provision of suitable access for future maintenance are also required.
- Where an application is part of a phased site, it is essential that the new drainage phase does not compromise the drainage scheme already installed.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

7) a) Prior to commencement of the development (excluding demolition) hereby approved, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in

writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

8) (a) Prior to the commencement of demolition, a detailed construction and demolition management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Consultation with local residents and businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

(b) Prior to the commencement of the main development (excluding demolition), a detailed construction and demolition management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;

- o Compound locations where relevant;
- o Consultation with local residents and businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to the commencement of development, samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

10) The window reveals, soffits and vents for the development shall be carried out in accordance with drawings 243-JMA-B1-ZZ-DR-A-104200 P03 and 243-JMA-B1-ZZ-DR-A-104201 P04 received by the City Council, as Local planning Authority, on the 18 August 2026

Reason – In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

11) Notwithstanding drawings 3917.2-PLA-XX-XX-DR-L-2000 S3 P02 and 3917.2-PLA-XX-XX-DR-L-1000 S3 P02 received by the City Council, as Local Planning Authority, on the 31 March 2026, (a) prior to any works commencing on the hard and soft landscaping scheme (including appropriate materials, specifications) details shall be submitted for approval in writing by the City Council as Local Planning Authority. (b) The approved scheme shall be implemented prior to the first occupation of the residential element of the development. If within a period of 5 years from the date of

the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

12) Prior to the first use of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

13) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adopted by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14) The development hereby approved shall be carried out in accordance with the Embodied Carbon and Energy Statement received by the City Council, as Local Planning Authority, on the 31 March 2026. A post construction review certificate/statement shall be submitted for approval, within a 6 months of the completion of the development.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

15) Notwithstanding the Acoustic Planning Report, dBx and a noise survey received by the City Council, as Local Planning Authority, on the 31 March 2026, (a) either a scheme that demonstrates that any plant will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

b) Prior to the first occupation of the development, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant achieves a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before operation of the plant can commence.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site. Pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the UDP.

16) Notwithstanding the Acoustic Planning Report, dBx and a noise survey received by the City Council, as Local Planning Authority, on the 31 March 2026, Prior to any above ground works a noise insulation and ventilation scheme for acoustically insulating the residential accommodation against and external and internal noise sources, together with details of the performance of any glazing, shall be submitted to and approved in writing by the Local Planning Authority.

The noise insulation and ventilation scheme shall take the potential for overheating into account. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

- Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
- Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
- *Gardens and terraces (daytime) 55 dB LAeq*

The development shall then be carried out in accordance with the approved noise insulation and ventilation scheme

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority to validate that the work undertaken conforms to the recommendations and requirements of the approved noise insulation and ventilation scheme.

c) In the event of any non-conformity with the approved noise insulation and ventilation scheme, then any further measures that are required to achieve the required noise criteria shall be carried out. Any required measures and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first use/occupation of the development.

Reason - To secure a reduction in noise from external sources and in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) The refuse and waste management arrangements shall be carried out in accordance with drawing 243-JMA-B1-00-DR-A-022200 P12 and the design and access statement received by the City Council, as Local Planning Authority, on the 18 August 2026.

The approved scheme shall be implemented prior to the first occupation of the development and shall remain in situ for as long as the development remains in use.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

18) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved details shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

19) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall

thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

20) The development hereby approved shall be carried out in accordance with the Crime Impact Assessment, prepared by Greater Manchester Police received by the City Council, as Local Planning Authority, on the 31 March 2026. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

21) The development hereby approved shall be carried out in accordance with the travel plan received by the City Council, as Local Planning Authority, on the 31 March 2026.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

22) Prior to the first occupation of the development, the provision of cycle spaces, as indicated on drawing 243-JMA-B1-00-DR-A-022200 P12 received by the City Council, as Local Planning Authority, on the 18 August 2026 shall be implemented and retained and maintained in situ for as long as the development remains in use.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

23) (a) Prior to any above ground works, hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority in accordance with the Consultant's highway drawing Plan '23C002-WSL-CS-XX-DR-C-950101 Rev P07, S278 GENERAL ARRANGEMENT OVERVIEW CLIVE STREET /ROCHDALE ROAD / GOULD STREET' and Plan 'SCP/250389/SK02 Proposed Off-Site Highways Improvements received on the XX Month 202X. This shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of continuous 2-metre-wide footways surrounding the development
- Redundant dropped kerbs along Oldham Road and Ashley Street shall be reinstated as footways;
- Walking and cycling directional signage to the city centre;
- Dedicated car club bay on Clive Street;
- Tactile paving and dropped kerbs are installed across local junctions including at Gould Street / Rochdale Road junction;
- A review and scheme for modification of the existing Traffic Regulation Orders (TROs) surrounding the site with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly;

(b) Prior to the first occupation of the development hereby approved, a verification report, which will include photographic evidence and highway approval/completion notices (where relevant) shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

(c) In the event of non-conformity, where the highway works have not been carried out and/or to relevant standards, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation of the development.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

24) The disabled parking bay, located in the basement car park within the phase one development, as indicated on drawing 136-JMA-MP-LG-P-A-022199 received by the City Council, as Local Planning Authority, 17 August 2026 shall be made available upon first occupation of the development and thereafter retained as part of this development.

Reason – In the interest of providing sufficient accessible parking accommodation pursuant to policy DM1 of the Manchester Core Strategy (2012).

25) Notwithstanding the Television and Radio Reception received by the City Council, as Local Planning Authority, on the 31 March 2026, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

27) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to

maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

28) Prior to the first occupation development a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

29) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird (including swift) and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

30) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

31) The development hereby approved shall include for full disabled access to be provided to the courtyard and communal walkways and via the main entrances and to the upper floors of the building.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

32) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

33) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

34) The development hereby approved shall include for full disabled access to be provided to the main entrances and to the floors above and all new dwellings shall be constructed to a minimum of M (4) 2 standard.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

35) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

36) The development shall be carried out in accordance with the A Delivery and Servicing Management Plan received by the City Council, as Local Planning Authority, on the ?

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, particularly for food and deliveries, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first use of the external landscaped areas around the development as indicated on drawing drawings 3917.2-PLA-XX-XX-DR-L-2000 P02 and 3917.2-PLA-XX-XX-DR-L-1000 P02 received by the City Council, as Local Planning Authority, on the 31 March 2026, an operational management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers and provision of children's play facilities.
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night (including no use of amplified music);
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the buildings.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

38) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, 10:00 to 18:00 on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

Informatives

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to

ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

5) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: [Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council](#).

6) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

7) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

8) The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included up to 12 months. Works on the highway must not start until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

9) It is requested that the applicant engage directly with the Events and Network Management Team (viahighwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting and agreed a finalised Traffic Management Plan for Construction. This should include discussion on any temporary traffic management.

10) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 145583/FO/2026 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
Works and Skills Team
Flood Risk Management
Environment Agency (EA)
Greater Manchester Ecology Unit (GMEU)
Greater Manchester Archaeology Advisory Service (GMAAS)
Design for Security at Greater Manchester Police
Aerodrome Safeguarding
Active Travel England
The Coal Authority
Health and Safety Executive (HSE)

Relevant Contact Officer :	Jennifer Atkinson
Telephone number :	0161 234 4517
Email :	jennifer.atkinson@manchester.gov.uk

