



Jackson's Brickworks Redevelopment Planning Statement

May 2022

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1. Introduction

- 1.1. This Planning Statement ('the Statement') is submitted on behalf of Nuvu Development Ltd ('the Applicant'), and accompanies a Hybrid (part detailed, part outline) Planning Application for the proposed comprehensive redevelopment of the land at the Jackson's Brickworks, Ten Acres Lane situated in Newton Heath, East Manchester (the 'Site').
- 1.2. The purpose of the Statement is to describe and justify the Proposed Development with reference to the Development Plan and relevant material considerations, including national planning policy and guidance and local planning guidance documents.
- 1.3. The proposals it considers ('the Proposed Development') will come forward in phases as follows:
- An initial phase submitted in full for 378 residential units, a community hub building (with commercial floorspace at the ground floor level), public realm and landscaping, car parking and cycle storage provision, serving and access arrangements, highways improvements and associated works.
 - Subsequent phases submitted in outline with all matters reserved, except for the main points of access, including: a Secondary school and associated sports facilities, including playing field provision, and, a further phase of residential development comprising up to 338 residential units, with public realm and landscaping, cycle and car parking provision, and associated works.
- 1.4. In summary, the Proposed Development includes the following:
- Up to 716 residential units (Use Class C3), providing a mix of 1 bed, 2 bed and 3 bed, 4 bed houses and apartments.
 - 617 sq. m commercial floorspace (Use Classes E, F1 and F2) within the community hub building.
 - A new secondary school (Use Class F2), with up to 1,050 school places.
 - 1.4 ha (approximately) of green infrastructure / public realm, as part of Phase 1, including a new 0.62 ha community park. Up to 0.8 ha of green infrastructure / public realm will be delivered as part of the subsequent residential phase of development.
 - Further provision of public space, landscaping and public realm enhancements, including children's play facilities, Sustainable Urban Drainage Systems (SUDS) and improvements to pedestrian and cycling connectivity.
 - 100% provision of secure cycle storage for residents and cycle parking provision visitors, including 14 cycle parking spaces for visitors (with 7 Sheffield Stands proposed) as part of Phase 1.
 - Car parking provision for residents and visitors, including a total of 512 car parking spaces (including 15 visitor car parking spaces) as part of Phase 1, and further provision as part of the subsequent (outline) phases.
- 1.5. The Site extends to 19.1 hectares and is bound by the Rochdale Canal to the north, Newton Heath Resource Centre to the east, residential areas to the south and derelict industrial sites to the west. It was formerly occupied by Jackson's Brickworks for industrial uses and subsequently used as a landfill Site. The Site has been vacant and unmanaged since the 1990s. Prior to the commencement of recent site clearance and remediation works secured under Planning Permission ref. 129197/FO/2021, it became overgrown with self-seeded trees and shrubbery. Evidence of the former brickworks is present at the Site in the form of rubble piles and concrete bases which remain from former buildings.
- 1.6. The Site has been identified for regeneration for over 25 years. Policy EM5 of Manchester's Unitary Development Plan (1995), identifies Central Park for regeneration over the ten-year plan period (from

1995 to 2005), whilst recognising the opportunity to redevelop the Site as part of that. The Proposed Development therefore presents a valuable opportunity to realise a longstanding regeneration priority site.

The Applicant

- 1.7. The applicant is Nuvu Development Ltd, a subsidiary of Your Housing Group ('the Applicant'), with a purpose of developing quality homes for affordable and social rent, shared ownership, rent to buy, private rent and open market sale.
- 1.8. Your Housing Group has more than 28,000 homes across the North-West, Yorkshire and the Midlands, with a large and diverse portfolio. This ranges from general properties for social and affordable rent, through to retirement living developments.
- 1.9. Your Housing Group has access to grant funding means that the Proposed Development offers a window of opportunity to remediation and redevelop this longstanding regeneration site. The scale of opportunity is evidenced through the Site's significant history of planning applications for residential development, with all previous redevelopment proposals having been disbanded, resulting in the Site's continual vacancy.

LocatED

- 1.10. It should be noted that the proposed school will be delivered by LocatED, who have been actively involved in the preparation of the masterplan for the Proposed Development with regard to the proposed school provision.
- 1.11. LocatED is a government-owned property company, responsible for buying and developing sites for new schools in England. LocatED works directly with landowners, agents and developers nationally. The in-house specialist teams also provide strategic property advice to the Department for Education, school trusts, local authorities and other central government departments to support the provision of education in an efficient and fit-for-purpose estate.
- 1.12. The LocatED team play a part in the delivery of new, world-class schools and creating thousands of good school places for future generations of children. It is also committed to supporting improvements and efficiencies in the wider school estate.
- 1.13. In addition to site acquisition for new schools, LocatED;
 - Delivers complex mixed-use developments in support of efficient and cost-effective delivery of new schools
 - Actively manages the portfolio of properties owned by the Department for Education
 - Identifies property for enhanced value, income generation opportunities or redevelopment
 - Provides advice to the Department for Education and other bodies involved in education provision on property and site issues

Description of Development

- 1.14. The Proposed Description of Development is as follows:

"Hybrid planning application, pursuant to planning application ref: 129197/FO/2021, for the comprehensive redevelopment of the site to create up to 716 dwellings and a new secondary school, comprising of:

- *Phase 1: Full planning permission for erection of new homes (Use Class C3) and a new community building with ground floor commercial floorspace (Use Classes E, F1 and F2),*

all with associated car parking, highways, landscaping and new public realm creation, and other associated works.

- *Subsequent phase of development submitted in outline (with all matters reserved except for the main points of access) for:*
 - *a new secondary school (Use Class F1), with associated car parking, highways arrangements, landscaping and other associated works.*
 - *"the erection of new homes (Use Class C3), with associated car parking, highways, landscaping and new public realm creation, and other associated works."*

EIA Screening and Scoping

- 1.15. As directed within Regulation 5(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 a relevant planning authority should have regard to whether the Proposed Development falls under Schedule 2 and therefore constitutes as 'EIA Development'. The proposals are not of a type listed in Schedules 1 or 3 of the EIA Regulations.
- 1.16. The EIA Regulations state that the Proposed Development may be considered to be Schedule 2 development under Category 10 'Infrastructure Projects,' of the EIA Regulations:
- Sub-section 10 (b) relates to 'Urban development projects', and states that development should be screened for the need for EIA if: (i) the development includes more than 1 hectare of urban development which is not dwellinghouse development; (ii) the development includes more than 150 dwellinghouses; or, (iii) the overall area of development exceeds 5 hectares. As the Proposed Development involves a change within an existing urban area, Schedule 2, sub-section 13 (b) also applies.
 - The Proposed Development also involves a change within an existing urban area as covered by Schedule 2, sub-section 13(b). Screening would be required where the 5.0 hectare threshold as set out in Schedule 2 10 (b) is met or exceeded, respectively.
- 1.17. A formal EIA screening and scoping request was submitted to Manchester City Council on 11 February 2021, requesting formal screening opinion and confirmation as to the proposed scope of the Environmental Impact Assessment required in respect of the Proposed Development. A formal scoping opinion was received on 9 April 2021. The following chapters have been scoped into the EIA:
- Townscape and Visual Impact
 - Traffic and Transport
 - Noise and Vibration
 - Air Quality
 - Ground Conditions
 - Water Resources, Flood Risk and Drainage
 - Ecology
 - Socio-Economics

Application Documentation

- 1.18. A number of other documents have been submitted to MCC as part of the planning application. These are outlined in Table 1.1.

Table 1.1: List of Application Documents

Document	Prepared by
Application Form and Certificates	Deloitte
Site Location Plan	Planit-IE
Existing Site Plan	Planit-IE
Phasing Plan and Parameter Plans	Planit-IE
Detailed Proposed Plans, Sections and Elevations	Barton Willmore
Illustrative Masterplan	Planit-IE
Landscaping Plans	Planit-IE
Design and Access Statement	Barton Willmore & Planit-IE
Statement of Consultation	Lexington with input from Deloitte
Ventilation Strategy	ECS
Landscaping / Public Realm Strategy	Planit-IE
Archaeological Desktop Report	Arup
Energy Statement	ECS
Crime Impact Statement	GMP
Travel Plan Framework	Vectos
Site Waste Management Strategy (incl. within the DAS – Refuse Strategy)	Barton Willmore
Sustainability Report and Environmental Standards Statement	SLR
Education Facilities Note (incl. within this Planning Statement)	Chilton Estates / Your Housing Group (with input from Department for Education)
Local Labour Agreement	Chilton Estates / Your Housing Group
Environmental Statement Volume 1	Deloitte with input from technical consultants including: • Construction Management and Phasing • Townscape and Visual Impact • Noise and Vibration • Transport • Ecology • Air Quality • Ground Conditions • Water Resources, Flood Risk and Drainage • Socio-Economics
Environmental Statement Volume 2 – Technical Appendices	Technical Consultants
Environmental Statement Non-Technical Summary	Deloitte with input from technical consultants

Pre-Application Consultation

- 1.19. The proposals have been subject to extensive pre-application consultation with a wide range of stakeholders over the last 24 months. This has included Manchester City Council Planning and Highways Officers, Environmental Health Officers and a wide range of Statutory and Non-Statutory Consultees across a full range of technical disciplines.
- 1.20. In addition, the proposals have been through three rounds of public consultation. Further details are provided in the Statement of Consultation which accompanies application.

Public Consultation

- 1.21. An initial phase of public consultation with local residents and businesses took place online from 4 December 2020 to 4 January 2021 as part of the remediation application. This exercise provided an overview of the emerging proposals and the key considerations which would be addressed, as well as the vision for the Site and initial ideas on how it could be masterplanned.
- 1.22. Following this, a further pre-application consultation exercise was undertaken with local residents and businesses, in the form of a consultation website which launched on 1 December 2021, running until 15 December 2021, which was subsequently extended until 4 January 2022. The website set out the vision for the Site, the design development process and specific details on the following:
- Site history and context;
 - Site analysis;
 - Design principles;
 - Proposals;
 - Project timeline;
 - An opportunity to 'Have your say' on the proposals; and
 - Latest news.
- 1.23. Following the conclusion of the initial consultation, the Applicant took on board feedback received and updated the plans for Jackson's Brickworks. The main focus of the changes related to vehicular access arrangements throughout the site, primarily in relation to Hallam Road and Mitchell Street.
- 1.24. An additional extended period of public consultation took place from 26 February until 6 March 2022 for local residents and stakeholders to view and comment on the revised proposals.
- 1.25. Local Ward Councillors have been engaged and kept informed throughout the pre-application public consultation process and more recently Manchester City Council's Executive Member for Housing has been briefed on the application proposals.
- 1.26. For further details on the pre-application consultation please refer to the Statement of Community Involvement prepared by Lexington and submitted as part of this Application, as well as Chapter 4 of this Statement (for details on the design development/ evolution).

Document Structure

- 1.27. This remainder of this Statement is structured as follows:
- Section 2: Site and Surrounding Uses
 - Section 3: Strategic Context and Regeneration Context
 - Section 4: The Proposed Development
 - Section 5: Development Plan & Material Considerations
 - Section 6: Planning Assessment.
 - Section 7: Summary and Conclusions

2. Site and Surroundings

Site Description

- 2.1. The Site is situated within Newton Heath in East Manchester. It extends to 19.1 hectares and was formerly occupied by Jackson's Brickworks for industrial uses and subsequently used as a landfill Site. The Site has been vacant since the 1990s.
- 2.2. The Site is bound by the Rochdale Canal to the north, Newton Heath Resource Centre to the east, residential areas to the south and derelict industrial Sites to the west. As the Site is currently vacant and unmanaged, it is overgrown with self-seeded trees and shrubbery. Evidence of the former brickworks is present at the Site in the form of rubble piles and concrete bases which remain from former buildings.
- 2.3. The Site's topography dips towards the west with a slight dome and high point found to the east side within the Site's boundaries. The height ranges between 76m AOD and 86m AOD with the lowest areas found along the Site boundary.
- 2.4. The existing brickworks Site is highly contaminated due to its former uses as a waste tip and brickworks. As such there are extensive contamination issues that require remediation before any redevelopment can take place. An application for full planning permission to facilitate remediation works on the Site was approved by MCC on 28 October 2021, under planning application reference: 129197/FO/2021.
- 2.5. Prior to the remediation works (ref. 129197/FO/2021) being undertaken, the surface cover consists of variable semi mature vegetation, the invasive non-native species Japanese Knotweed and Rhododendron are present on the Site and other invasive non-native species are present in the adjacent canal. No protected plant species were identified on the Site or in the adjacent canal – identified as part of the Ecology Survey, undertaken by TEP.
- 2.6. Due to the Site's large size and historic unused, overgrown nature, there has been little natural surveillance into or from within the Site. This has resulted in anti-social behaviours and illegal activities taking place within the Site's boundaries and has had a generally negative impact on the amenity value of the surrounding area.

Site Context

- 2.7. Newton Heath is located approximately three miles north east of Manchester City Centre and contains a mix of residential and commercial uses. Newton Heath District Centre is located north east of the Site, beyond Mitchell Street. District Centres are a key focus for Manchester's communities, which act as a hub for activity and provide access to essential retail facilities for residents.
- 2.8. The area to the south of the Site is predominantly in residential use. Residential properties accessed from Briscoe Lane, are located at the Site's southern boundary alongside a number of sensitive uses, namely Briscoe Lane Academy and Brighter Beginnings Day Nursery. Ten Acres Lane Sports Centre is located immediately to the south east of the Site.
- 2.9. Mitchell Street bounds the Site to the east, with residential properties and the Newton Heath Resource Centre. Beyond the residential properties lies part of Newton Heath district Centre along Old Church Street including a retail offer, located approximately 300 metres to the east of the Site.
- 2.10. The Rochdale Canal is separated from the Site by a towpath and runs across the Site's northern boundary at a lower level. To the north east of the Site, beyond the canal, is an area of residential properties while a partly derelict textile mill building is located to the north west of the Site.

Accessibility

- 2.11. The Site is in a sustainable and accessible location to the east of Manchester City Centre. The Site is well connected to various destinations including Newton Heath District Centre.
- 2.12. The Site is highly accessible via the road network and pedestrian routes, at both a local and regional scale. The Site is located on Ten Acres Lane and is in close proximity to Briscoe Lane, with both forming key local routes. The Site is positioned south of Oldham Lane which is a key arterial route that provides road connectivity into Manchester City Centre, Alan Turing Way (A6010) and Manchester Outer Ring Road (M60).
- 2.13. The Site is located in close proximity to numerous bus stops, with the nearest being Wellpark Walk on Briscoe Lane – located 190m to the Site's south east. There are 14 further stops located along Droylsden Road and Old Church Street, offering regular services into the city centre and across north Manchester.
- 2.14. The Site's nearest tram stops are Central Park which is 480m to its northwest, and Newton Heath & Moston which is 390m to its north east. Both stops are located on the East Didsbury – Rochdale line which also passes through Deansgate-Castlefield, Exchange Square and Victoria.
- 2.15. The nearest main train station is Manchester Victoria which is located 3.4km to the Site's south west, Manchester Victoria Station is a major regional interchange serving destinations to the north and east of Manchester, including direct rail services to Liverpool (with a fast service at 36 minutes journey time) and Leeds (approximately 49 minutes journey time).
- 2.16. Further railway services are:
- Manchester Oxford Road Train Station – 4.2km
 - Manchester Piccadilly Train Station – 3.5km
 - Manchester Deansgate Station – 4.7km
- 2.17. Manchester Oxford Road Railway Station, the second busiest train station in Manchester serves the southern part of the City Centre on a line which moves westwards towards Warrington, Chester, Liverpool, Preston and Blackpool, and eastwards through to Piccadilly.
- 2.18. Manchester Piccadilly is the rail hub for the North West with frequent and rapid services between Manchester and to a wide range of locations in the UK. Destinations include London with an average journey time of only 2 hours 10 minutes. High Speed Rail 2 (HS2) is due to open at Piccadilly Station 2035-2040 and will further increase Manchester's connectivity to other major population areas and reduce journey times. The Transpennine Express line at Manchester Piccadilly links all major cities in the North of England (and Scotland) including Newcastle, Liverpool, and Hull. For instance, there are 46 services to Liverpool and 62 services to Leeds every day. Trains to Birmingham run every half hour and Manchester Airport benefits from up to 8-9 services an hour, with services operating 24 hours a day.

Site Specific Designations

Environmental Designations

- 2.19. The Site is located in Flood Zone 1 and is therefore at low risk of flooding.
- 2.20. There are no habitats of principal importance, as defined under Section 41 (S41) of the Natural Environment and Rural Communities (NERC) Act 2006, within the Site.
- 2.21. It should also be noted that the Rochdale Canal Special Area of Conservation (SAC)/ Site of Special Scientific Interest (SSSI) is approximately 1.5 km from the Site. A non-designated stretch of this canal borders the Site to the north.

- 2.22. The Site is located within the Site of Special Scientific Interest (SSSI) Impact Risk Zone (IRZ) for Rochdale Canal SSSI. The IRZ covers the interest features and sensitivities of European Sites, which are underpinned by the SSSI designation.
- 2.23. Natural England's inventory of habitats of principal importance (comprising habitats listed under Section 41 (S41) of the Natural Environment and Rural Communities (NERC) Act 2006), records Lowland Mixed Deciduous Woodland within the Site, although reliability for this description is recorded as low. The inventory also records the S41 habitat Open Mosaic Habitats on Previously Developed Land within the Site but again with low reliability.
- 2.24. The Ecological desk study, prepared by TEP, identifies the potential presence of the S41 habitats Lowland Mixed Woodland and Open Mosaic Habitats on Previously Developed Land (OMH) on Site, although the reliability of interpretation for both of these classifications is recorded as low.

Conservation and Heritage

- 2.25. The Site is not located within a conservation area, or any Sites of special scientific interest.
- 2.26. The nearest Conservation Area is the Newton Heath Conservation area which is c. 1km to the south east of the Site.
- 2.27. There are a number of Listed Buildings within the wider area, including:
- Church of St Wilfrid and St Ann, Oldham Road - Grade II – approximately 200m north of the Site, beyond the Rochdale Canal
 - Newton Silk Mill, Hollyoak Street – Grade II – approximately 400m to the north east of the Site.
 - Railings and Gateways to Churchyard of Church of All Saints, Culcheth Lane – Grade II – approximately 400m to the east of the Site.

Local Plan Allocations – MCC Core Strategy (2012)

- 2.28. The Site is located within the Regional Centre, as defined by Policy EC3 of MCC's Core Strategy (2012). Policy EC 3 of the Core Strategy notes that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed-use employment areas. Subject to Site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.
- 2.29. The Site falls within East Manchester, as defined by Policy H4 of the Manchester Core Strategy (2012). The Core Strategy states that East Manchester will accommodate around 30% of new residential development over the lifetime of the Core Strategy. Priority will be given to family housing and high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre – including Newton Heath.
- 2.30. The Site falls is adjacent to the Central Park Strategic Employment Location, falling just outside the boundary, which is defined by Policy EC6 of the Core Strategy.

Planning History

- 2.31. An application for full planning permission to facilitate remediation works on the Site was submitted by the Applicant and approved by MCC on 28 October 2021, under planning application reference: 129197/FO/2021. The description of development is as follows:

"Site remediation works including removal of existing vegetation, ground works and other associated works."

- 2.32. The Site's planning history includes residential development proposals approved in the 1980s and 1990s, and most recently an application for residential and commercial development received a resolution to grant planning permission from the Planning Committee in 2014. Whilst the Site has a history of residential applications, no redevelopment has been delivered on Site with all previous applications disbanded.
- 2.33. The Site was identified for regeneration for over 25 years, within Policy EM5 Central Park of the UDP (1995). UDP Policy EM5 identifies Central Park as an area for regeneration over the ten-year plan period (from 1995 to 2005) and recognises the opportunity to redevelop the Site - with the creation of a "focal point" at the "meeting point of the Rochdale Canal and Ten Acres" being permitted.
- 2.34. The Site was formerly occupied by Jackson's Brickworks for industrial uses and subsequently used as a landfill site. The Site has been vacant and unmanaged since the 1990s. Prior to the commencement of recent site clearance and remediation works secured under Planning Permission ref. 129197/FO/2021, it became overgrown with self-seeded trees and shrubbery. Evidence of the former brickworks is present at the Site in the form of rubble piles and concrete bases which remain from former buildings. The Proposed Development therefore presents a window of opportunity to address the Site's general negative impact on visual amenity, whilst delivering a longstanding regeneration priority site.
- 2.35. The Site is subsequently identified for redevelopment in the East Manchester Strategic Regeneration Framework (RF) (2008-2018), which makes specific reference to the 'Jackson's Brickworks Site'. The SRF sets out a number of principles and opportunities for the redevelopment of the Site.
- 2.36. An Outline Planning Application (Application Ref: 098689/OO/2012/N1) received a resolution to grant from the planning committee on 16 October 2014 for:
- "Outline planning permission for development comprising up to 500 residential dwellings and 3,500 sq m of floorspace for B1(a) use (Business), incorporating new vehicular and pedestrian access from Ten Acres Lane, Hallam Road and Mitchell Street, Open space, landscaping and public realm with access to be considered and all other matters reserved."*
- 2.37. The approval of the outline planning permission was subject to the signing of a Section 106 Agreement. It is understood that the applicant went into administration, and as such the Section 106 was never signed.
- 2.38. A summary of the Site's older planning history is identified in Table 2.1 below:

Table 2.1: Older Planning History

Application Ref	Description of Development	Decision	Decision Date
055319/FO/NORTH2/98	Erection of 126 dwellings with access and ancillary works.	Approved.	22/04/1999
047076/OO/NORTH2/95	Mixed development of 800 dwellings, associated retail, commercial, leisure and community uses.	Not progressed with.	28/05/1996
23105	Residential development.	Approved.	13/03/1985

Remediation Application

- 2.39. As set out above, despite being identified for regeneration for a substantial period, the existing Brickworks Site is highly contaminated due to its former uses as a waste tip and brickworks and as such, there are extensive contamination issues that require remediation before any re-development can take place.

- 2.40. An application for full planning permission to facilitate remediation works on the Site was approved by MCC on 28 October 2021, under planning application reference: 129197/FO/2021. The description of development is as follows:

"Site remediation works including removal of existing vegetation, ground works and other associated works."

- 2.41. The Applicant and project team's commitment to remediating the Site has the following important benefits:
- The remediation of a heavily contaminated site which has been left vacant for several decades.
 - Making the Site secure and safer, including addressing the current threat to human health that the Site currently presents, given its highly contaminated nature.
 - Prevent problems with anti-social behaviour and fly-tipping which the Site has previously attracted.
 - Removal of invasive species identified on the Site, including Japanese Knotweed
 - Provides the significant financial contribution required to remediate the Site, reflecting the Applicant's commitment to redeveloping the Site.
- 2.42. It should be noted that the approved remediation works are predicated upon the redevelopment of the Site coming forward. The Applicant's commitment to remediate the Site enables the redevelopment of the Site which has been identified for regeneration for over 20 years, and which has seen all previous redevelopment proposals disbanded.
- 2.43. This commitment and predication is demonstrated by condition 16 attached to Planning Permission 129197/FO/2021 for remediation works, with reference being made to 'construction works for the redevelopment of the site':

Condition 16

"A wildflower meadow is to be implemented on site if construction works for the redevelopment of the site have not commenced within 12 months of the completion and validation of the remediation works. Details of the soft landscaping scheme to form the wildflower meadow shall be submitted to and approved in writing by the Local Planning Authority. The approved wildflower meadow shall then be implemented, within 3 months of the approval of the scheme."

- 2.44. Condition 16 attached to Planning Permission 129197/FO/2021 demonstrates the Applicant's understanding that there is a need to cover the scenario whereby due to unforeseen circumstances, timescales for the redevelopment of the Site are delayed. As such, the Applicant demonstrated its willingness to commit, following the grant of planning permission for remediation works, to introducing planting, in the form of wildflower meadow seed planting, across the Site if construction works for the redevelopment of the Site have not commenced within 1 year of the completion of the remediation works.
- 2.45. The key areas of the remediation works include:
- Excavation;
 - General site clearance;
 - Preparation Material Management Plan (MMP);
 - Identification, management and appropriate removal of any asbestos containing materials;
 - Break out of hardstanding areas;
 - An Invasive Non-Native Species Management Plan;

- In-situ turnover of the top 2-3m of Made Ground and overdig for some areas of deeper Made Ground (~ 5m depth); and
- Importation of inert clean cover soil material.

- 2.46. It should be noted that the necessary remediation works are a major and costly undertaking and it is anticipated that the works will take between 18 and 24 months to complete. Given the length of these lead in times, it is important from an overall project viability point of view that the works can commence as soon as possible. The approach of securing a planning permission in advance of this main redevelopment application, has afforded greater time for the redevelopment proposals to go through a rigorous design and consultation process to ensure that the high quality redevelopment and associated benefits envisaged by the Applicant are maximised.
- 2.47. Following the consent of the Remediation works, the Applicant has since begun tree removal which is expected to complete by the end of May 2022. This will greatly improve the safety of the area and assist in the management of the anti-social behaviour experienced on the Site.
- 2.48. It is acknowledged that the approved remediation works adjust the baseline conditions for the Proposed Development given that the planning permission has been granted for site clearance (remediation) works. This has been suitably considered and addressed as part of the Environmental Impact Assessment. For further details please refer to the Environmental Statement Volume 1 prepared by technical consultants and Deloitte (and submitted as part of this Application).

3. Strategic Context and Regeneration Context

- 3.1. This section provides an overview of the strategic context and regeneration context within which the Proposed Development is coming forward.

Economic Context

Introduction

- 3.2. Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the city will be home to 627,000 residents by 2025.¹
- 3.3. Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. As of 2019, Gross Value Added (GVA – a key measure of economic output) totalled £24.5bn in Manchester. Over the decade since 2009, GVA grew by 56%, a faster rate of growth than across Greater Manchester (41.6%) and nationally (42.1%).
- 3.4. Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 3.5. The Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Manchester – A Growing City

- 3.6. With a current estimated population of 552,858² Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931.
- 3.7. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of over £66.45 billion, accounts for around two fifth of the North West's economic output³. In 2017, almost one third of the £65.5 billion of GVA generated in Greater

¹ MCC (2020) State of the City Report 2020

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

³ Office for National Statistics, Regional Gross Value Added (balanced) per head and income components tables (released 19 December 2019), <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

Manchester was produced in the City of Manchester.⁴ The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City. There is an access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.

- 3.8. Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.
- 3.9. Manchester is one of the fastest growing cities in Europe. Employment growth of 9.9% is forecast for Greater Manchester between 2016 to 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase with a 41.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.7% per year, increasing to over £88.4 billion by 2036.⁵

Local Employment

- 3.10. There are 18,000 jobs locally in the Proposed Development Assessment Area⁶, accounting for 4.4% of the total employment in Manchester.⁷ Since 2015 there has been a 9.1% increase in employment in the Assessment Area, a lower rate of growth than Manchester which experienced significant growth over the period (15.6%), but above the Greater Manchester (7.6%) and England (2.9%) average growth rate.
- 3.11. In the Assessment Area, wholesale and retail trade is the most prominent sector by employment, followed by public administration and defence. Manufacturing is overrepresented, accounting for 13.9% of employment compared to just 3.6% in Manchester and 7.6% nationally. At local authority level, Manchester's sectoral mix differs from the Proposed Development Assessment Area; it is more concentrated in the service sector, including more highly skilled jobs, with significant numbers in professional, scientific and technical activities and administrative and support service activities.

Local Population

- 3.12. Data for 2020 suggests the Proposed Development Assessment Area⁸ had a resident population of 47,274, accounting for 8.5% of Manchester's total population. The population of the Assessment Area has grown by 8.6% between 2011 and 2020, an uplift of 3,741 people, which is below the rate of growth across Manchester (10.5%) but above the sub-regional (6.0%) and national (6.5%) growth rate.⁹
- 3.13. The Assessment Area has a relatively high proportion of the population aged under 16, which accounts for 26.1% of the total population. This is above the proportion across Manchester (20.2%), Greater Manchester (20.5%) and nationally (19.2%) and this suggests a large number of families with children in the assessment area. While the population under 16 is overrepresented in the Assessment Area, young

⁴ Office for National Statistics, *ibid*.

⁵ Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2018 – Baseline, <https://www.greatermanchester-ca.gov.uk/what-we-do/economy/greater-manchester-forecasting-model/>.

⁶ Assessment Area as defined by socio-economic assessment (see Chapter 13 of Environmental Statement Volume 1). The Assessment Area has been defined to reflect the anticipated catchment of the Proposed Development site and is defined using Lower Super Output Area (LSOA) level data, covering roughly a 1.2 mile radius from the Site.

⁷ ONS 2019 Business Register and Employment Survey (BRES)

⁸ Assessment Area as defined by socio-economic assessment (see Chapter 13 of Environmental Statement Volume 1). The Assessment Area has been defined to reflect the anticipated catchment of the Proposed Development site and is defined using Lower Super Output Area (LSOA) level data, covering roughly a 1.2 mile radius from the Site.

⁹ 2020 ONS Population Estimates

people (aged 16 to 24) are underrepresented, accounting for 9.5% of the population which is particularly low compared to Manchester (17.5%) and also below the averages for Greater Manchester (11.4%) and nationally (10.5%). Around 61.4% of the population of the Assessment Area are working age (aged 16-64 years), below the Manchester (70.5%), Greater Manchester (63.6%) and national (70.5%) proportion.¹⁰

Inclusive Residential Growth

- 3.14. Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures.
- 3.15. Our Manchester Strategy: 2016-2025 sets out MCC's ambitions to support the growth of the city through providing a balanced housing market which caters to all residents, including through the delivery of higher value homes, and at the same time supporting Manchester residents to access decent housing that they can afford. In addition, it sets out that the proximity of more affordable homes to public transport is imperative in improving access to opportunities and the labour market.
- 3.16. As part of the Residential Growth Strategy, MCC is committed to delivering a minimum of 6,400 new affordable homes between 2015 and 2025. In 2019/20, the total number of affordable homes delivered were to 1,519, representing circa 25% of the 6,400 by 2025 minimum target. In addition to this, approximately 980 new affordable homes are currently on-site and expected to be delivered by 2022/23.
- 3.17. However, as construction costs have increased, the average grant per home has decreased. This has heavily constrained the delivery of socially rented homes in Manchester and across the country. As a result, registered provider partners are increasingly having to rely on borrowing, reserves or cross-subsidy from open-market sales to support the development of social housing. These challenges have resulted in a subdued delivery of affordable housing within Manchester, and therefore there is a need for additional affordable housing in Manchester to drive and support inclusive growth.
- 3.18. Despite the impact of COVID-19, Manchester's residential pipeline remains a significant part of our delivery programme, providing thousands of new homes each year for our residents. In 2019/20, 4,161 new homes were built (2,869 in the city centre and 1,292 in the rest of the city)¹¹.
- 3.19. Manchester has a key role to play in both the provision of jobs for a growing population and high-quality housing close to employment locations. In line with the Proposed Development the Strategy sets out aim to "continue emphasis on directing new housing to brownfield land in urban locations, limiting the requirement for Green Belt development and enhancing the quality of life in our existing urban areas".
- 3.1. MCC's Residential Growth Strategy (2016) aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities. The Residential Growth Strategy is based around the following four key aims to:
 - Increase housing supply across all tenures.
 - Ensure housing is affordable & accessible to those who need it most.
 - Working in mixed tenure neighbourhoods and improving quality & management in the private rented sector.

10 2020 ONS Population Estimates

¹¹ Powering Recovery – Manchester's Economic Recovery and Investment Plan, Manchester City Council (2021)

- Increase the sustainability, safety & efficiency of new and existing stock.

- 3.2. In addition, the Strategy sets out the aim to “increase supply and density and the conurbation core on brownfield sites within the Northern and Eastern Gateways.”
- 3.3. There is a need for high quality housing for local people, that supports existing residential communities as well as the creation of new, integrated communities. The Deloitte Crane Survey highlights the need for continued residential supply across diverse types and tenures.
- 3.4. Current forecasts suggest 510 new affordable homes will be built across Manchester in 2021-22 – 380 of which have already completed¹². This includes 249 social rent, 122 affordable rent, 99 shared ownership and 40 rent to buy homes. In addition, there are currently c.1,000 new affordable homes currently under construction across the city and expected to complete over the next few years.
- 3.5. This City, a wholly Manchester City Council-owned housing development company created to accelerate the number of new homes available to Manchester people, has officially launched¹³.
- 3.6. Schemes developed by This City will focus on high quality, low carbon homes and deliver a mix of accessible rent and market properties – with the latter helping to subsidise the development of homes priced at or below the Local Housing Allowance rate. This means they will be accessible to people in receipt of housing benefit. All future This City developments will include a minimum of 20% of homes available at an accessible rent. This City is a new concept that will allow the Council to take control of part of the affordable housing delivery pipeline for the city and has the ambition to scale up to deliver up to 500 new homes each year – thereby increasing the number of accessible rent homes available to Manchester people.

Strategic Context

Places for Everyone Plan

- 3.7. Places for Everyone is the new long-term joint development plan for nine Greater Manchester districts¹⁴. On 14 February 2022, the Plan and supporting documents were submitted to the Secretary of State for examination.
- 3.8. The Places for Everyone plan will serve as a Development Plan Document, setting out the need to maximise the potential of Greater Manchester’s key growth locations whilst also securing investment that raises the competitiveness of northern boroughs to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.
- 3.9. The Plan highlights the importance of Manchester in regard to housing - “Manchester and Salford will continue to be an appropriate location for the highest levels of new housing due to their central location, good public transport connections, proximity to the main concentrations of employment and leisure opportunities, and ability to deliver very high density developments”.
- 3.10. Housing requirements for 56,528 new homes between 2021 and 2037 are identified to be delivered in Manchester (3,533 per annum), equating to 34% of the nine local authorities’ target of c.164,880 set to address the housing crisis and achieve its ambitions.
- 3.11. The development is a brownfield site in line with the Places for Everyone Plan “brownfield preference” policy which is adopted in the Plan, which has sought to “enable most efficient use of our brownfield

¹² Manchester City Council – COVID Progress Update - Economic Recovery (Executive Committee Report – 16 February 2022)

¹³ Manchester City Council – Our Manchester Progress Update Report (Executive Committee Report – 16 February 2022)

¹⁴ Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan

land supply” and “maximise the supply of the brownfield land at the core of the conurbation and limit the need extent of Green Belt release”.

- 3.12. In addition, the Places for Everyone Plan strategic objectives state the aim to “Ensure new development is properly served by physical and social infrastructure including schools, health, social care, sports and recreation facilities”.

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

- 3.13. The Greater Manchester Strategy sets a vision “to make Greater Manchester one of the best places in the world to grow up, get on, and grow old”. The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn
 - Priority 2: Young people equipped for life
 - Priority 3: Good jobs, with opportunities for people to progress and develop
 - Priority 4: A thriving and productive economy in all parts of Greater Manchester
 - Priority 5: World-class connectivity that keeps Greater Manchester moving
 - Priority 6: Safe, decent and affordable housing
 - Priority 7: A green city-region and a high-quality culture and leisure offer for all
 - Priority 8: Safer and stronger communities
 - Priority 9: Healthy lives, with quality care available for those that need it
 - Priority 10: An age-friendly city-region
- 3.14. Manchester has a key role to play in both the provision of jobs for a growing population and high-quality housing close to employment locations. In line with the Proposed Development the Strategy sets out aim to “continue emphasis on directing new housing to brownfield land in urban locations, limiting the requirement for greenbelt development and enhancing the quality of life in our existing urban areas”.

Our Manchester Strategy – Forward to 2025

- 3.15. The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025.
- 3.16. The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 3.17. The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.

Manchester’s Green and Blue Infrastructure Strategy (2015)

- 3.18. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable place. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world’s most popular cities.
- 3.19. The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout Manchester. New funding models will be in place, ensuring progress

achieved by 2025 can be sustained and providing the platform for ongoing investment in the years to follow.

- 3.20. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect. A summary of how the Proposed Development responds to the strategy is provided in **Appendix 3** of this Statement.

Affordable Housing

- 3.21. In September 2019 the Council's Executive Committee received a report entitled Delivering Manchester's Affordable Homes to 2025. This report provides an update on progress against the policy ideas contained in the Affordable Housing Report considered by the Executive in December 2018 which considered the demand for and supply of Affordable Homes in the City. It also proposed an increase in the delivery target between April 2015 and March 2025 from 5,000 Affordable Homes to a minimum of 6,400 Affordable Homes (640 per annum).
- 3.22. It notes that the starting point for development should be to deliver a policy compliant provision of 20% Affordable Housing however, this is subject to viability. Where proposals do not include 20% Affordable Housing, they will need to include a viability appraisal that will be robustly tested and analysed by MCC and an independent surveyor.
- 3.23. A report to MCC's Executive in July 2020 highlighted that in 2019/2020 a total of 480 Affordable Homes were delivered within Manchester. In light of clear demand for Affordable Housing, it is recognised that more needs to be done to allow MCC's more ambitious target within their Residential Growth Strategy to be achieved. This will require more support from Registered Providers in delivering new affordable homes but the City Council also recognises its role in supporting this ambition, with the aforementioned report to Executive noting the intention to form a new in-house Local Delivery Vehicle to increase the quantum and rebalance the delivery of affordable homes at or below Local Housing Allowance through a comprehensive utilisation of Council land assets.
- 3.24. A Report to the Executive Committee in January 2021 provided an update on how the Council and its partners will deliver a minimum of 6,400 affordable homes from April 2015 to March 2025. Between April-November 2020 a total of 216 new affordable homes were completed and a further 223 are expected to complete by the end of March 2021. The Report highlights that increasing the delivery of housing – and affordable housing in particular – will be a key part of city's recovery following the Covid-19 pandemic. The demand for housing from the most vulnerable in the city has not diminished following the crisis and if anything, the requirements of residents most in need has become even more acute with the numbers of people on the Housing Waiting List and in temporary accommodation continuing to grow. MCC is therefore looking to significantly upscale the delivery of new affordable homes in the City. The report detailed that MCC is working with registered housing providers to deliver affordable new homes, although with the majority of new homes having been and expected to be delivered through Homes England's Affordable Home Programme.
- 3.25. The report detailed that in the region of 3,000 new homes around a third of which (c.1,000 homes) will be affordable are planned in Miles Platting and Newton Heath over the next ten years (2021 onwards). An update was also provided on Your Housing Group's proposals for c. 1,100 new homes including c.550 affordable homes at the Jackson's Brickworks Site.
- 3.26. A report to the Executive Committee in September 2021 outlined MCC's plans for the creation of a Housing Delivery Vehicle. This proposed vehicle would provide direct delivery routes for a range of new supply accessible and market homes utilising City Council land assets, with the initial phase of development providing mixed tenure rented properties. Through the vehicle, it is intended to create an 'Accessible Rent'. This would be properties that will be let at or below Local Housing Allowance levels, so all residents of Manchester will be able to benefit from the homes that are to be delivered by the

vehicle. As well as the provision of accessible rented homes, a key priority is to develop sustainable homes, making a key contribution towards the zero carbon priorities for Manchester. The report provided an update on progress to date, outlining the intention to deliver the first two schemes through the wholly owned Council company, "This City".

- 3.27. A further report to MCC's Executive in February 2021 provided an update on This City, Manchester's housing delivery vehicle. The report highlighted the establishment of the Council's wholly owned delivery vehicle.

Regeneration Context

East Manchester Strategic Regeneration Framework (2008-2018)

- 3.28. The East Manchester Strategic Regeneration Framework (SRF) was endorsed by Manchester City Council in 2007 to guide the regeneration and revisitation of East Manchester. The SRF encompasses the Ancoats, Miles Platting, Beswick, Openshaw, Clayton, Newton Heath and Gorton neighbourhoods.
- 3.29. The first East Manchester SRF was developed in 2000, and established principles and objectives to secure long term, successful and sustainable regeneration. The refreshed SRF focus on strategies for ensuring that the original aim continue to be met over the long term, with the refinement of the existing objectives the 2008-2018 SRF provides a refocused set of East Manchester-wide priorities and identifies area-specific objectives and relevant public sector actions in order to:
- Enable further investment and employment growth and increase the ability of local residents to access better quality employment opportunities.
 - Establish an ambitious and strategic vision for the neighbourhoods of East Manchester, in which they become attractive places to live that are supported by well-functioning schools and good quality facilities and are clearly linked to the region's wider economic opportunities.
 - Establish a framework for the sustainable development of East Manchester beyond 2010.
- 3.30. The East Manchester SRF sets out the aims to maximise the contribution of East Manchester to national, regional and local competitiveness as well as making East Manchester an attractive, safe, accessible and friendly area in which to live and work. The framework sets out target to deliver 15,000 new homes.
- 3.31. The SRF highlights that a major constraint in retaining working households and attracting new residents is the poor range, quality and value of housing.
- 3.32. One of the three core objectives of the SRF seeks to encourage "neighbourhood-focused growth through the provision of high-quality housing and services".
- 3.33. Both the East Manchester Strategic Regeneration Framework (2008-2018) and the MCC Unitary Development Plan (UDP- 1995) identify the Site for future development. The East Manchester Strategic Regeneration Framework identifies a number of principles to consider when redeveloping the Site, and also identifies the Site as one of three strategic target areas for larger family housing.

4. The Proposed Development

4.1. This section provides a summary description of the key elements of the Proposed Development.

Proposed Development

4.2. The Proposed Development seeks to bring forward a high-quality residential led scheme comprising up to 716 new homes, a community hub with ground floor commercial floorspace, and a new secondary school.

4.3. A Hybrid Planning Application is submitted, which comprises:

- Full Planning Permission (with no Reserved Matters) is sought for Phase 1, comprising:
 - 378 residential units, a community hub building (commercial floorspace at the ground floor level), public realm and landscaping, car parking and cycle storage provision, serving and access arrangements, highways improvements and associated works.
- Outline Planning Permission with all matters reserved, except main access, is sought for subsequent phases (collectively referred to as Phase 2) which comprises an education facility and a further phase of housing led development:
 - Education Facility: A Secondary school.
 - Residential-Led Phase of Development: Up to 338 residential units, public realm and landscaping, cycle and car parking provision, and associated works.

4.4. Overall, the Proposed Development will deliver:

- Up to 716 residential units (Use Class C3), providing a mix of 1 bed, 2 bed and 3 bed, 4 bed houses and apartments;
- Provision of residents' car parking including a combination of passive and active electric vehicle charging provision;
- Green spaces, landscaping and public realm enhancements, including a new 0.62 hectare community park (Jackson's Community Park) to be delivered as part of Phase 1
- Improvements to pedestrian and cycling connectivity;
- Secure cycle storage for residents and cycle parking for visitors.
- 617 sqm commercial floorspace (Use Classes E, F1 and F2) within the community hub building to be delivered as part of Phase 1.
- A new secondary school (Use Class F2) and associated sports facilities, including playing field provision, to be delivered as part of a subsequent outline phase.

4.5. The Proposed Development will provide significant public benefits with the delivery of a new community park and a secondary school. A scheme with this level of provision is very uncommon in Manchester, further highlighting the Applicant's ambition for their scheme

4.6. The main points of access into the outline phases of the Proposed Development are fixed and will take place via a primary east-west spine road running between Ten Acres Lane and Mitchell Street, as indicated on plan ref. 2490-PLA-00-00-DR-U-0064-Phasing Plan. Secondary roads, as well as indicative pedestrian and cycle routes, will be considered at the reserved matters stage as part of the overall layout which will be provided in accordance with the established principles of good design referenced in this document. An illustrative layout is provided to demonstrate how those principles, in conjunction with

the broader development parameters identified in this section of the document, can manifest on site in practise. Therefore, any routes indicated within the planning documentation are for illustrative purposes only and act as guidance in terms of providing secure and effective movement through site as well as connections to the towpath.

- 4.7. All of the matters that have been reserved are underpinned by the design principles established in the Section 9 of the Design and Access Statement, prepared by Planit-ie. In addition, Section 11 of the Design and Access Statement provides a description of the development parameters, together with a set of parameter plans which have been developed to ensure that the key components of the scheme principles and illustrative masterplan are clearly and precisely established providing a framework within which reserved matters applications can be submitted as well as a series of development parameters and accompanying parameters plans. These parameter drawings have also been submitted individually as part of this Application.
- 4.8. The Parameter Plans and masterplan principles (set out in Design and Access Statement) have been submitted to ensure at the outline stage that Manchester City Council and the consultees have sufficient information to understand the outline planning permission that is sought and will also guide future Reserved Matters application(s) for the outline phase (Phase 2).
- 4.9. The Design and Access Statement prepared by Barton Willmore and Planit-ie submitted in support of this application contains more information on the design of the Proposed Development.

Phasing of Development

- 4.10. As set out above the Proposed Development comprises two phases of development.
- 4.11. The Proposed Development will be phased in order to facilitate the delivery process of each part of the scheme. The Site and the currently proposed phases of development are shown on plan ref. 2490-PLA-00-00-DR-U-0064-Phasing Plan.
- 4.12. It should be noted that there is no prescribed sequencing for Phase 2 although the intention is to develop and move forward the reserved matters proposals upon securing outline planning permission.
- 4.13. It is intended that the secondary school and further residential led phase of development, comprising Phase 2 will be progressed through separate future Reserved Matters applications. This approach is proposed on the basis that the detailed proposals for the secondary school and further residential phase of development will be developed and delivered by different developers / bodies:
- The detailed reserved matters proposals for the secondary school will be developed and delivered by LocatED in conjunction with the Local Education Authority
 - The further residential/ housing-led phase of development will be developed and delivered by Your Housing Group.

Design Development

- 4.14. As part of the design development the design team has explored a series of options exploring variations to create the best possible masterplan framework. A wide range of specialist consultants and other stakeholders have provided valuable input into the evolving scheme, which has served to inform the design process and arrive at an appropriate solution.
- 4.15. The Site's surrounding regeneration context has provided an important guide, which underpins the final design of the Proposed Development.
- 4.16. The design concept for the Proposed Development seeks to respond to the opportunities and constraints established in the Site's context analysis so as to contribute to the ongoing development and

enhancement of the surrounding area. Urban contextual parameters have also been key factors to informing the design evolution.

- 4.17. The design development process has also been informed by discussions, including comments and concerns raised by MCC officers and local Ward Councillors, raised as part of the pre-application engagement process.

School Location

- 4.18. The location of the school has been fundamental in shaping the site-wide masterplan from the beginning of the design development process. The school is proposed at the centre of the Site, to the north east of Hallam Road, adjacent to Briscoe Lane Academy (which is located to the south of the Site). In this location the school is positioned to the south of Jackson's Community Park and the community hub building. In this location the school will support the creation of a central hub of activity.
- 4.19. The location of the school has been informed by the Site constraints and opportunities and input from a variety of technical consultants, whilst balancing this with the desire to deliver a permeable, high quality masterplan that effectively integrates the new development with the existing community.
- 4.20. As part of the design development, including in response to local Ward Councillor comments the potential to locate the school on Ten Acres Lane was considered, however the proposed location of the school is considered to be the most suitable, based on a number of factors which are set out in detail below. All other locations have been discounted – further details are provided below. It should be noted that the school has been identified in the proposed location in all three rounds of public consultation.

Transport, highways and accessibility:

- If the school was proposed to be located on Ten Acres Lane, this would be problematic from a transport, highways and accessibility perspective:
 - **Highways safety** - the school entrance would be close to Ten Acres Lane and the Site access junction. The majority of pedestrian and cycle movements would be concentrated in this area (crossing both Ten Acres Lane and the Site access road) where a significant volume of passing traffic is present (this would not be the case with the school located in its proposed location within the Site). As such this would present a highway safety concern for students travelling to and from the school.
 - **Vehicle movements and school drop off** - would encourage vehicular drop off on Ten Acres Lane, resulting in restriction in the ease of pedestrian movement across the road and increasing the likelihood of conflict. The resultant increase in vehicle movements by the school would also contradict MCC transport policy on reducing vehicle trips and carbon emissions.
 - Any drop off taking place on the eastern side of Ten Acres Lane would be partially unsighted by south bound traffic at the bridge due to the bend in the road and the bridge wall.
 - Vehicular movements at the school car park would be concentrated close to the access junction with Ten Acres Lane therefore reducing capacity.

Ground conditions:

- **School playing fields** - locating the school in its proposed location allows for the school playing fields to be located over the area where the deepest, most problematic Made Ground was identified as being present.
 - The alternative option would be to locate houses where the playing fields and school are proposed, however this would require deeper piling and the issues surrounding settlement would be more severe for externals than a playing field, and so more mitigation would need to be put in place.
 - This would result in significant extra costs given the engineering works involved. The proposed layout therefore presents a more cost effective option that also results in less carbon emissions

than if homes were in this location (due to the requirement for less engineering works of the ground).

Masterplan and urban design

- **Walkable and accessible** – the proposed central position of the school is accessible for pedestrians and cyclists, situated at a key node and intersection of walking and cycling points.
- As proposed, positioned next to the existing (primary school) will allow the beneficial sharing of facilities, such as playing pitches.
- **Neighbourhood heart** – the central position creates a hub of activity at the centre of the neighbourhood. Access and spill out from the school entrance will help to activate the community park
- **Shared facilities** – the pupils will benefit from using the community park, play areas and non-residential uses within the community hub building. These are yet to be confirmed - however a café, community rooms for hire could facilitate afterschool clubs, community activities and meetings.
- **Layout and orientation** – the proposed location allows the function and requirement for a secondary school to work, if located off Ten Acres Lane the depth at this point of the Site would not allow for the school's requirements.
- **Activating the canal** – if the school was located off Ten Acres Lane, it would restrict the opportunity for valuable canal frontage homes that activate the canal. The proposals allow for an increased width for future proofing the canal as a strategic movement corridor for cyclists, this accommodates aspirations of MCC's future plans.
- **Security and safety** – The masterplan proposes homes overlooking the canal, providing natural surveillance over the canal. This consideration of the canal edge enhances security and safety to the canal and users of the canal towpath
- **Permeability** – if the school was located off Ten Acres Lane pedestrian access from the west would be restricted and would impact on the residential element of the scheme. This would block off homes from accessing to the west, this is important strategically to enhance connections towards Manchester City Centre, access to amenity such as Phillips Park, Central Park Tram stop and the Etihad stadium.

4.21. The design development process has also been informed by discussions, including comments and concerns raised by MCC officers and local Ward Councillors, raised as part of the pre-application engagement process. The key design developments and commitments that have been made during the consultation process to address comments are summarised below:

- **School requirements and drop-off** – discussions have taken place with the Department for Education and LocatEd with regards to the location of the school, the expected form of the school and its operational requirements. Following concerns raised by local Ward Councillors a dedicated school drop off location has been incorporated into the final proposals. There has been ongoing dialogue with MCC officers on the matter, and the Proposed Development has been updated to reflect the inclusion of a drop off zone.
- **Geotechnical considerations and school location:** as part of the design development process, in response to comments from local Ward Councillors the design team undertook an exercise to consider whether the proposed secondary school could be located off Ten Acres Lane. In consultation with technical consultants the proposed location of the school is most appropriate given that the deepest, most problematic area of Made Ground was present in the area of the Site where the school playing fields are proposed. On this basis residential development within this location would be more costly due to the need to undertake additional engineering works as more mitigation would be required to make it suitable for residential occupation. As such the proposed location of the Site presents the best option from a geotechnical perspective, as well as from a transport, highways and accessibility, and urban design principles perspective – for further details please refer to the School 'Location' section of this Chapter.

- **House typology:** in response to comments raised by local Ward Councillors around how certain house types will operate in relation to areas of proposed open space and the streetscape there has been a refinement to the housing typologies. This refinement process has taken place in relation to the detailed Phase 1 proposals and the subsequent outline residential phase of the Masterplan, in order to deliver a varied housing type which appropriately responds to local housing requirements and positively responds to the townscape.
- **Community park and public realm:** the proposed landscaping design of the community park and the distribution of green open space and public realm has evolved throughout the design process. The proposed green and blue infrastructure will enhance permeability and connectivity across the Site and with the wider area and will also generate improved access and vibrancy to the Rochdale Canal.
- **Car parking strategy:** concerns were raised by MCC officers on the high provision of car parking proposed and the consequential impact on the streetscape in certain areas of the masterplan (including to the rear of the townhouses fronting the canal as part of Phase 1). In response, as part of the design development process the car parking provision has been reduced in order to respond to these concerns. Additional landscaping enhancements and greening has been introduced in order to break up areas with a higher concentration of car parking. On this basis, the proposed car parking strategy has been informed by discussions with MCC officers and local Ward Councillors. The strategy across the Masterplan has been developed, particularly around the provision of car parking across the Site and the location (e.g. in private curtilage or on-street parking). This also included consideration of parking requirements against the streetscape and urban design principles, in order to deliver non-standard parking to improve the public realm. A robust justification on the proposed car parking strategy is set out within Chapter 6 of this Statement (paragraph 6.212).
- **Hallam Road access** – during the early design development stages vehicular access was proposed via Hallam Road into the Site, with access limited to 80 dwellings; this approach was consistent with the proposals previously approved on the Site, under planning permission 098689/OO/2012/N1. Following concerns raised by local Ward Councillors and ongoing dialogue with MCC officers on the matter, the final masterplan has been updated and to allow for emergency vehicular access only. Pedestrian and cycle access is proposed, despite comments raised to prevent all access – the retention of pedestrian and cycle access is important to aid permeability and connectivity across the Site. This supports the delivery of north-south pedestrian and cycle connections, linking the existing residential community to the south of the Site with the canal towpath to the north.
- **Through-route** – during discussions with local Ward Councillors concerns were raised around vehicular access to the Site. Early iterations of the proposed masterplan did not include an east-west through-route. However, following ongoing dialogue with MCC officers on the matter the scheme has been updated to include a through-route, from Ten Acres Lane to the west to Mitchell Street the east, at the request of MCC and Ward Councillors.

Masterplan Principles

4.22. The following key design principles have been developed to shape and guide the Proposed Development, in order to create a cohesive masterplan:

- A Place with a Heart
- Green for All
- Reaches Out and Draws In
- Celebrates the Canal
- References Heritage
- Design for Social Connection
- Lifetime Neighbourhood
- A Sustainable Place

4.23. As part of the design development process five spatial design principles have been determined, informed by an understanding of the site constraints, surrounding context and character. The five spatial design principles underpinning the masterplan are set out below:

1. North-south links throughout the Site
2. Key east-west connection
3. Views and development along the Rochdale Canal
4. A new neighbourhood heart
5. Intersecting linear grid pattern.

4.24. The Proposed Development includes the following key features across the masterplan:

- High Quality Affordable New Homes
 - A range of typologies to cater for all.
 - A range of sizes of homes to suit local housing needs.
 - Offer modern homes influenced to be designed considering the townscape character.
- High Quality Design and Attractive Public Spaces
 - Attractive arrival spaces.
 - Provision of a new community park.
 - Provision of pocket parks.
- Community Facilities
 - To encourage social interaction and neighbourliness.
 - Increase activity.
- A New Secondary School
 - Secondary school, which will provide up to 1,050 school places for children within the local area.
 - Focal point at the heart of the community.
- Shared Sports Facilities
 - Opportunity for school to provide dual use facilities.
 - These will include facilities such as sport pitches and MUGA.
- Improved Green Infrastructure and Open Space
 - Provide new parks and recreation
 - Improve canal edge
 - Accessible green space for all
 - Improve connections to existing green spaces
- Improved Connections
 - Connect to surrounding streets
 - Create east-west and north-south pedestrian connections
 - Create a clear and legible network of streets

Site Layout

4.25. The layout of the masterplan has been developed in consideration of the following guiding principles:

- Site access must be from Ten Acres Lane.
- The Primary Road must provide east-west vehicle connection through the Site, this is fixed due to connections to the wider movement network.
- Dwellings must be orientated to front the primary road.
- Vehicle access off Hallam Road is restricted, for emergency vehicles only.

- Access off Mitchell Street serves vehicles, pedestrians and cyclists, enhancing east-west connections.
- Community hub and park space is positioned at the heart of the neighbourhood.. Space must accommodate children's play (LEAP).
- School must be located within the centre of the development, as referenced above, and adjacent to the community park and Briscoe Academy. The school building must be positioned to overlook the community park.
- Drop off space to be located in front of the school and designed to integrate within the public realm.

4.26. The proposed layout of the masterplan has adopted the following characteristics:

- Terraced houses, characteristic of the local area front on to Ten Acres Lane, creating an attractive, safe and active arrival space.
- Semi-detached houses populate The Avenue, set-back behind large front gardens allowing for tree planting and gardens. Parking is setback behind the building line and to the sides of houses. The architectural form creates a distinctive and unified character along the length of the main avenue.
- Apartments are set back from the canal edge allowing for landscape buffer planting.
- Homes are oriented to enjoy good views over the canal. A variety of typologies allow variation and interest in the built form and roofscape along the canal.
- Mews streets and parking courts are located to the rear of the canal-side to encourage a safe and attractive environment for pedestrians and cyclists
- Mews homes are intimate in character and also provide a range of housing to meet different local needs.
- Larger terraced town houses overlook the canal, with front doors and living rooms fronting onto the canal to create a safe and welcoming environment.
- Homes are arranged and oriented to frame and overlook green spaces.

4.27. The Proposed Development will deliver a central hub, with Jackson's Community Park located at the centre of the Site, serving as a community focus and heart to the new neighbourhood and wider community. The central green space enhances key connections across the canal at the lock, whilst the central location of the community hub is at a key node within the Site where connections converge.

4.28. A primary road connection is proposed east-west across the Site from Ten Acres Lane to Mitchell Street and secondary connections, including, pedestrian priority links south to north, from Hallam Road to the Rochdale Canal running through the Site. The pedestrian and cycle links towards the canal are key, in particular the delivery of the green corridor buffer running south to north, from Hallam Road.

4.29. Frontages across the masterplan Site are oriented towards the roads, the canal and to green spaces, to activate the public realm, whilst landmark buildings have been introduced to break the street rhythm and provide vistas.

Character Areas

4.30. The proposed masterplan for the Site is subdivided into seven character areas, which cover both Phase 1 (detailed) and the subsequent outline phases. The character areas are set out in Figure 4.1 and Table 4.1

Figure 4.1: Masterplan Character Areas (source: Planit-ie)



Table 4.1: Masterplan Character Areas

Phase 1	Phase 2
Canal Edge	Canal Edge
The Avenue	The Avenue
Hallam Road	Mitchell Street
Community Park	School

4.31. For further details on each character area please refer to the relevant section of this Chapter and Section 9 (Character Areas) of the Design and Access Statement, prepared by Planit-ie and Barton Willmore and submitted as part of this Application. The Design and Access Statement provides a detailed urban design framework for each character area.

Access, Movement and Legibility

- 4.32. The access and movement strategy across the masterplan seeks to deliver fluid vehicular and pedestrian access and movement within the Site and the surrounding area, whilst seeking to prioritise pedestrians and cyclists to encourage sustainable modes of travel. The sustainability of the Transport Strategy across the site has been a key consideration within the proposals and closely linked with the Green Agenda.
- 4.33. A street hierarchy has been development, including primary, secondary and tertiary streets, semi-private drives, the canal edge and pedestrian and cycle routes.

- 4.34. The primary vehicular access is proposed from Ten Acres Lane connecting west to east towards Mitchell Street. A potential school drop off location has been identified to the north of the school site, adjacent central hub, however final details will be confirmed as part of a separate reserved matters application.
- 4.35. Secondary vehicular routes are utilised to serve residential dwellings by providing a means of access, which is aided by several tertiary vehicular routes and semi-private driveways.
- 4.36. Restricted vehicular access from Hallam Road to the south, with access only available for emergency vehicles, pedestrians and cyclists. Access will be restricted to vehicular access through the incorporation of bollards to separate traffic flow from pedestrian and cyclist movements.
- 4.37. Pedestrian / cycle links are proposed across the Site, promoting connectivity and legibility within the Site. Key north-south pedestrian / cycle links are proposed, which will support connectivity between the existing residential communities to the south and east of the Site, through to the Rochdale Canal to the north. The pedestrian and cyclist only routes proposed throughout the Proposed Development will deliver safe, attractive connections that encourage sustainable active modes of travel. Existing canal cross points located at various points along the Rochdale Canal, along the northern boundary of the Site have been considered and utilised through the proposed pedestrian and cycle routes, which will seek to significantly improve the north – south connections both within the Site and the wider area.
- 4.38. In order to aid legibility across the masterplan, the following measures have been designed into Proposed Development:
- Apartments 'hold' key corners, and create strong landmarks overlooking key spaces.
 - Town houses face the key bridge connection, creating a welcoming edge to the space and improving safety.
 - The central hub building is designed to create a focal point at the centre of the Proposed Development.
- 4.39. In addition, to promote safe pedestrian movement across the Site, the masterplan includes the provision of:
- A walkable green link running alongside the Rochdale Canal.
 - Pedestrian priority links from Hallam Road to the canal area.
 - Pedestrian movement through green spaces and parks.
 - The creation of raised tables to allow for pedestrian priority movement and to slow traffic

Scale and Massing

- 4.40. The height datum of the Proposed Development is set predominantly by the surrounding housing of 2.5 storeys in height. There are some instances where this datum is greater - notably the apartment buildings towards the Rochdale Canal, up to 4 storeys. This approach is proposed across the entire masterplan Site.

Green and Blue Infrastructure

- 4.41. The Proposed Development contains significant elements of landscaped space and public realm which will improve permeability and connectivity through the Site, including connections to the Rochdale Canal which bounds the Site to the north. A Public Realm and Landscaping Strategy has been submitted in support of this application, prepared by Planit-ie, and contained within the Design and Access Statement. The proposals for Jackson's Brickworks includes a new public park at the centre of the Site (Jackson's Community Park).
- 4.42. A Green and Blue Infrastructure Statement has also been prepared by Deloitte and is included at Appendix 3 of this Statement. The provision of green and blue infrastructure is integral to Proposed

Development Masterplan and the wider area. A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:

- The development includes a new public park which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the existing green and blue infrastructure offer, including the Rochdale Canal which bounds the Site to the north.
- A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:
- Planting provision designed to enhance the ecological and aesthetic value of the Site; and
- Tree planting, including street trees and open landscaping will allow light and natural surveillance through the development and surrounding spaces.
- For further details please refer to Section 8 of the Design and Access Statement, prepared by Planit-ie and the Green and Blue Infrastructure Statement contained at Appendix 3 of this Statement.

Landscaping Strategy

- 4.43. The proposed masterplan's landscaping strategy seeks to maintain and improve the character of the canal edge, deliver new, open green spaces, as well as introducing tree planting and greenery.
- 4.44. Green corridors are proposed across the masterplan, which will connect up with the existing green and blue infrastructure, including the Rochdale Canal located to the north of the Site. The proposed green corridors seek to create green routes that will deliver enhanced pedestrian and cycle connectivity, whilst linking in with the range of green spaces proposed across the masterplan Site.
- 4.45. The masterplan landscaping strategy seeks to deliver a number of key green spaces in order to provide opportunities for future and existing residents and the wider local community to dwell, play and interact, which in turn will promote healthy living and improved well-being alongside delivering biodiversity enhancements. The following key spaces are proposed across the masterplan Site:
- Jackson's Community Park
 - Ten Acres Pocket Park
 - The Avenue Pocket Park
 - Hallam Road Swale
 - Hallam Green
 - Ten Acres Arrival Space
 - Rochdale Canal Linear Park
- 4.46. The landscaping strategy includes tree removal and renovation and planting strategy and play and recreation opportunities and features. For further details please refer to Section 8 of the Design and Access Statement, prepared by Planit-ie (and Barton Willmore), and submitted as part of this Application.

SUDs Strategy

- 4.47. Across the proposed masterplan SUDs features have been designed to be an integral part of the public realm and streetscapes. Surface run off will be channelled away by a combination of bioswales and attenuation basins. They also offer additional benefits of creating a sense of place in terms of distinct character areas and encourage biodiversity.
- 4.48. Public green spaces are utilised to attenuate rainwater whilst not compromising the amenity value and usability of those spaces. The cascade of swales in the canal corridor have been designed to keep at a distance from the towpath to maintain safe and free movement of users beyond the currently narrow paved towpath.

Landscaping Maintenance Strategy

- 4.49. Private dwellings will be maintained by the owners/occupiers, including front gardens. This is not proposed to include any shared paths, back alleys, or planting areas. The soft and hard landscaping elements on-plot are designed to be robust and requiring minimal levels of care for ease of maintenance.
- 4.50. Areas in the existing and proposed adopted highway are designed to the standards of the local highway authority, who will be responsible for maintaining these areas. The adopted highway boundaries will be clearly demarcated and legible to aid maintenance.
- 4.51. The northern boundary of the Site is adjacent to the Rochdale Canal towpath. The public realm within the Site, fronting the towpath will be managed by a maintenance company, unless otherwise agreed.
- 4.52. All other areas than will be maintained by a management company or contractor commissioned and supervised by the management company. This includes all areas outside the apartment buildings, the community hub building, parking courtyards as well as the parks and other green spaces.

Biodiversity Net Gain

- 4.53. A biodiversity net gain (BNG) assessment has been undertaken by Wardell Armstrong in support of this Application.
- 4.54. Following the approval of remediation works on the Site, as approved by 129197/FO/2021, the Applicant has since begun to clear the Site, including tree removal which is expected to complete by the end of May 2022, in preparation for remediation works. A series of mitigation measures were committed to and have been put in place during the carrying out of the site clearance works.
- 4.55. Against the above scenario, a cleared site, the Proposed Development results in 100.00% net gain for habitat units and hedgerow units in both Phase 1 and Phase 2 (excluding school site area).
- 4.56. In addition, as consistent with the EIA Scoping Opinion, the impact of the Proposed Development has also been considered against the Site, as recorded prior to site clearance works; this results in a 64.02% net loss in biodiversity units and a 100.00% net gain in hedgerow units. In Phase 2, there was a loss of 15.34 habitat units which equates to a 51.42% net loss of biodiversity
- 4.57. It should be noted that the Site has been identified for regeneration for over 25 years, and whilst the Site has a history of residential applications, no redevelopment has been delivered on Site with all previous applications disbanded. As such the Applicant's commitment to remediate and redevelop the Site represents a key move which will deliver significant elements of landscaped space and public realm on a remediated Site, which will enhance connectivity, permeability across the Site and improve the aesthetic value of the Site. In doing this the Proposed Development will also generate activity and natural surveillance which will address anti-social behaviour and illegal activities which have taken place on the Site, due to the Site's large size and historic unused, overgrown nature. Overall, the Proposed Development will generate a positive impact on the amenity value of the surrounding area, whilst delivering biodiversity and ecological enhancements.

Affordable Housing

- 4.58. It is intended that the Proposed Development will deliver 50% affordable housing, subject to grant funding. The final tenure mix and distribution across the Site will be developed as part of the detailed design process, however it is intended that a tenure-blind approach will be taken across the Masterplan Site.
- 4.59. A Viability Statement has been prepared by Tim Claxton Property Ltd has been submitted as part of this Application and it is understood that this will undergo an independent third-party review in order to assess the quantum of affordable housing that can be accommodated on the Site.

- 4.60. The submitted viability appraisal assesses that it would not be viable to provide affordable housing, based on current market conditions; however, the Applicant is committed to maximising the quantum of affordable housing to be delivered on the Site. Your Housing Group has secured funding in order to secure delivery of 50% on-site affordable housing by unit (up to 358 homes). The position will not be captured in the S.106 Agreement, but will be formalised, once secured, in an Affordable Housing Statement to be submitted to the Local Authority.

Geotechnical Considerations

- 4.61. Ground conditions were considered as part of the approved remediation scheme and have been additionally considered as part of the Environmental Impact Assessment (EIA) prepared and submitted with this application.
- 4.62. The approved site remediation works will address the Site's ground contamination, relating to its previous uses as a brickworks and landfill. The completion of the remediation works will result in an improved Site condition which is no longer a threat to human health and which will be suitable for the proposed future uses that are the subject of this application.
- 4.63. The geo-environmental assessments undertaken in support of this application and the remediation application identify Made Ground at the Site to between depths of 0.3m and 14.8m below ground level.
- 4.64. The location and depth of Made Ground identified on the Site has been used to inform the masterplan layout. The proposed location of the school and associated playing fields to the south-east coincides with the deepest, most problematic areas of Made Ground, which would be prohibitively expensive to build houses upon due to depth of piling and extent of mitigation that would be required.
- 4.65. As such, it should be noted that the proposed layout will save cost and also have less carbon emissions than if residential dwellings were positioned in this location, due to the requirement for less engineering works to the ground.

Summary: Use and Quantum

- 4.66. The quantum of development for Phase 1 (full) and the subsequent outline phases of the Proposed Development is detailed in Table 4.2 below.

Table 4.2: Quantum of Proposed Development.

Total Site Area	19.1 hectares
Proposed Use - Full	Residential (Use Class E): 378 dwellings, comprising: • 244 houses • 134 apartments Community Hub (Use Classes E, F1, F2): 617 sqm (at ground floor), including a community café space and apartments on the upper floors (Use Class E)
Proposed Use - Outline	Residential (Use Class E) • Up to 338 units. • A range of unit mix, from one-bed apartments to larger four bed homes. Education Facility - Secondary School (Use Class F1) • School site area – 3.8 hectares

	Secondary school provide up to 1,050 school places and associated sports facilities (including playing fields, also proposed for community use)
Proposed Development Height	<u>Phase 1</u> Residential (full): 2-3 storey houses & 3 storey apartment blocks Community hub (full) –4 storeys <u>Phase 2</u> (residential) range between 2.5 storeys (semi-detached & detached and mews houses), 3 storeys (town houses) and 4 storeys (apartment buildings). School (outline): up to 2.5 storeys.
Car Parking	Phase 1 (Full) 497 provision residents' car parking spaces (equating to 1.3 spaces per dwelling). 15 visitor car parking spaces. - Combination of on-plot, off-plot (parking management company) and apartment parking courts. - Includes 17 accessible spaces (either off-plot or parking court).
<u>Electric Vehicle Charging:</u>	Phase 1 (Full) 100% passive EV charging provision each standalone residential unit. 20% active EV charging provision for allocated parking (apartments/flats). 80% passive EV charging provision for allocated parking (apartments/flats). It is intended that the proposed car parking strategy/ car parking provision for the outline residential phase (Phase 2) will follow the same principles established in Phase 1 of the Proposed Development.
Cycle Parking	100% secure cycle parking / storage for residents. 7 Sheffield stands for visitor cycle parking, equating to 14 cycle spaces. Proposed houses will include a secured cycle storage for x 1 cycle in rear gardens. Proposed apartment blocks and the Hub will include a secured communal cycle storage area within the communal core. It is intended that the proposed cycle storage (/parking) provision for the outline residential phase (Phase 2) will follow the same principles established in Phase 1 of the Proposed Development.
Public Realm / Open Space	<u>Phase 1:</u> 0.62 ha Jackson's Community Park, Ten Acres Pocket Park, Hallam Green, Ten Acres Lane Arrival Space, and the western section of Rochdale Canal Linear Park <u>Phase 2:</u> A minimum of 0.8 hectares of open space will be delivered as part of Phase 2 (outline) – including as part of the eastern section of the Canal Edge Linear Park.

4.67. The proposed unit mix of dwellings being delivered as part of Phase 1 of the Proposed Development is set out in Table 4.3.

Table 4.3: Proposed Residential Unit Mix – Phase 1 of the Proposed Development

Unit Type	Quantum and Mix
Apartments	1 bed x 32 (8.5%)
(134 total)	2 bed x 102 (27%)
Houses	2 bed x 59 (15.6%)
(244 total)	3 bed x 134 (35.6%)
	4 bed x 51 (13.5%)

Phase 1: Housing and Community Hub (Full / Detailed)

Design – Housing (Phase 1: Full)

Scale and Massing

- 4.68. Across Phase 1 of the Proposed Development, the proposed buildings heights vary from two storeys (houses) to 4storeys (apartment blocks and the community hub). The proposed building heights have been influenced by the surrounding context and existing building heights, including the existing residential development to the south which is 2.5 storeys. The scale of Proposed Development has been designed to sensitively integrate into the surrounding context.
- 4.69. Generally, the proposed housing will be low rise comprising 2.5 and 3 storey homes, with some four storey buildings located in key locations, including along the canal frontage and adjacent to Jackson's Community Park (the proposed community hub building):
- The canal edge is a key frontage within the Proposed Development presenting an opportunity for waterside living. Building heights are increased along the canal edge and a maximum of 4 storeys in height is proposed. Consideration of the building line, articulation and roofscape has been considered to ensure variety, and to avoid blanket heights and a wall of built form.
- 4.70. The proposed building heights strategy for Phase 1 comprises:
- 3 storey town houses positioned to address the primary route ('The Avenue') (which runs east to west across the Site) and to overlook the Rochdale Canal to the north of the Site.
 - 3-4 storey apartments positioned at the key gateways into and within the Site to create landmark buildings, which will aid legibility.
 - 3 storey buildings (townhouses and apartments) positioned along the Rochdale Canal, to the north of the masterplan, to create a strong frontage).
 - The 4-storey hub building provides a central landmark building at the heart of the wider masterplan area.
 - The remainder of the proposal mostly comprises of 2 storey housing, with the use of 2.5 storey dormer houses to hold key views and reinforce legibility.

Appearance and Materiality

Character Areas

4.71. The detailed proposals for Phase 1 of the Proposed Development have been developed in relation to three-identified character areas, each with a different setting and role within the context of the masterplan. This supports the creation of different, distinctive yet cohesive areas across the Site.

- **The Canal Edge:** forms a gateway into the Proposed Development from the Rochdale Canal. Jackson's Community Park bounds the Canal Edge Phase 1 character area to the east, and Ten Acres Sports Complex bounds the area to the west

A variety of apartment and town houses have been designed to address the canal and provide a varied elevation. Dwellings proposed along the canal, will provide an active frontage to the canal as well as natural surveillance along the towpath. Front gardens are proposed to provide privacy and security. A landscape buffer is also proposed between the canal towpath and front gardens which will create a biodiversity and wildlife habitat corridor.

- **The Avenue:** The Avenue is a key primary connection through the Proposed Development, whilst marking the entrance into the Site from Ten Acres Lane. The proposed buildings will be set back behind large front gardens. Predominately 2.5 storeys buildings are proposed with 3 storey buildings used to emphasise key corners and to terminate vistas. The Avenue area is characterised by prominent built form frontages that create high ratios of containment, with landmark buildings that terminate key views and punctuate rows of townhouses and terraces. These give way to views of the canalside, and views through the Site connecting the canal to the north to the existing southern neighbourhood at Hallam Road. As such the built form is read as continuous, so that the Proposed Development is suitably integrated with the existing residential development to the south of the Site, conceptually supporting the concept of a single neighbourhood.
- **Hallam Road:** Hallam Road character area is bound by Ten Acres Sports Complex to the west and existing houses to the south of the Site. This area provides a key frontage onto the new central community hub and the 'Green Street' that connects Hallam Road to the Rochdale Canal and new secondary school.
- The 'Green Street' runs north to south across the Site connecting Hallam Road to the south with the canal towpath to the north, this pedestrian and cycle only route (with the exception of emergency vehicle use) provides enhanced connectivity with the Rochdale Canal and increases permeability across the Site. No vehicular movement and access is proposed via Hallam Road and so the character area prioritises pedestrian and cycle movements.
- The Hallam Road area is characterised by new homes laid out as a series of terraces with landscaped lanes / ribbons) and back streets that have been thoughtfully modulated to help form a variety of shared private and public realm and green spaces between the houses.

Materiality

4.72. The appearance and materiality of Phase 1 has been carefully considered in order to create a high-quality environment that builds upon the unique setting, history, and character of the Site. The Site has a former brickworks historically owned by J&A Jackson Ltd, one of the major brick producers in Manchester, forming a significant part of the city's industrial heritage. Both the history of the Site, as a brickworks and its wider industrial heritage have influenced the architectural design strategy and aesthetic.

4.73. The materials palette has been informed by the strong influence that the characteristic red brick has had on architecture in Manchester. The employment of red brick has been balanced by the introduction of a wider blend of bricks that represents the contemporary evolution in brick making and brings a diverse materials palette which adds visual interest and variation to the streetscape and townscape across the Site. The materials palette for Phase 1 of the Proposed Development is summarised below:

- A mixed palette of red, buff, white and grey brick is proposed
 - Subtle addition of protruding brick details employed to add texture and depth to street facing elevations.
 - Mixture of saw-toothed gables, traditional verge gutter and contemporary dormer windows proposed. Contemporary clipped eaves, black rainwater goods and downpipes proposed across the site.
 - Generous window proportions are proposed to maximise available daylighting to properties. Street facing windows to have full brick depth reveal. Juliet balconies are proposed to elevations overlooking the canal.
- 4.74. The canal edge is defined by continuous built edge with coherent gable end facades with sawtooth roof profile frames with taller marker apartment buildings. The East-west axis road leading from Ten Acres Lane to phase 2 is defined by 3 storey town house style buildings with regular gable elevations. These have been designed to create a rhythm of gable fronted roof forms.
- 4.75. Across the Site a number of key views are framed by 2.5 storey houses with generous dormer windows. These windows frame the key views across the Site, defining sight lines, terminating vistas, and creating definition in the streetscape, within each of the character areas.
- 4.76. The developed materials strategy has been developed to ensure materials are distributed to create a varied, yet cohesive neighbourhood, with key streets differentiated to aid navigation. For further details on the materials distribution across Phase 1 of the Masterplan please refer to Section 12 of the Design and Access Statement prepared by Barton Willmore.

Design of Central Hub / Community Building (Phase 1: Full)

- 4.77. The Community Hub will form a landmark building, in its key location fronting the Jackson's Community Park. In this location the building will act as a central hub and point of connection, alongside the park, acting as a focal point for the new neighbourhood. This is supported by the community hub's location fronting the canal and at the intersection of Phase 1 and Phase 2. The proposed community hub will seek to serve future and existing residents, which will support community cohesion and provide opportunities for social interactions, staying and playing.
- 4.78. The proposed community hub will provide an active frontage to the new Jackson's Community Park, with ground floor active uses proposed to support the local community. The building will form a landmark which will aid wayfinding and support legibility through its distinctive form and appearance (from the surrounding development).
- 4.79. The following principles are attributed to the proposed community hub:
- Massing: the building will be 4 storeys.
 - Separation of Uses and Vertical Circulation: a clear distinction is made between the community use on the ground floor and the residential uses on the upper floors.
 - Creation of Form: The residential use on the upper floors are utilised to break up the elevation and have been utilised to add visual interest to feature corners.
 - Carved Out Openings: Window openings and balconies are used to carve out sections of the buildings massing. The deep reveals create visual interest and larger openings at the ground floor allow for a more active frontage.

Public Realm and Landscaping (Phase 1: Full)

Open Space and Soft Landscaping

- 4.80. Phase 1 of the Proposed Development will deliver significant areas of landscaped space and public realm, including Jackson's Community Park and Ten Acres Pocket Park.

4.81. Jackson's Community Park is located at the heart of the masterplan, fronting the Rochdale Canal to the north and with the proposed community hub building located to the east. Ten Acres Pocked Park is located to the west, towards the Ten Acres Lane entrance into the Site. The Ten Acres Pocked Park provides a north south connection between the primary route, The Avenue, to the south and the Rochdale Canal towpath to the north. The relationship between Jackson's Community Park and the Ten Acres Pocket Park is illustrated in Figure 4.2.

Figure 4.2: Proposed Public Realm across Masterplan (Phase 1 and Phase 2) (source: Planit-ie)



4.82. Jackson's Community Park is a key public space providing a mix of uses for all. The Park will be a place for residents and the surrounding communities to feel welcome and come together. This dynamic space responds to pressing national social and health agendas which are particularly acute in the local area. Key consideration has been given to health and recreation, community and wellbeing, accessibility and connectivity, and climate change and biodiversity. The Community Park comprises five distinctive spaces, set out below and illustrated in Figure 4.3:

1. A central arrival point that can be used for events in combination with activities in the hub building.
2. Community hub building surrounds: a paved terrace for spill-out of ground floor uses.
3. Central open lawn.
4. Equipped play areas, with an enclosed area for younger children.
5. Rain-garden type planting areas with seating as a lush focal point on the approach from the neighbourhood.
6. A collar of trees and bioswales that frames the more active centre of the park, which also embeds the park in the Rochdale Canal corridor.

Figure 4.3: Jackson's Community Park – five distinctive spaces (source: Planit-ie)



- 4.83. The Ten Acres Pocket Park is the second major public green space being delivered as part of Phase 1 of the masterplan. The pocket park combines the provision of lush native vegetation for both recreation and well-being as well as biodiversity. A major feature is the bioswale for rainwater attenuation, which runs throughout one side of the park and is lined with a wetland character vegetation. Well-kept short lawn areas are available for play and recreation and are surrounded by long grass areas that merge with the planting in the swale.
- 4.84. A Planting and Biodiversity Strategy is contained within Section 13 of the Design and Access Statement, prepared by Planit-ie – please refer to this for further details on proposed soft landscaping.

Hard Landscaping

- 4.85. The proposed palette of hard surfacing materials reflects the hierarchy of spaces from the public streetscape to the private curtilages.
- 4.86. Street furniture is proposed to be positioned within the parks and publicly accessible green spaces, whilst naturalistic and durable materials will be used to support a sense of sustainability. Street furniture is proposed to encourage staying and playing through the inclusion of seating spaces and play spaces. More functional street furniture is also proposed to promote cleanliness and public pride.
- 4.87. Interpretation boards with information about the history of the Site, the gardens and biodiversity will be provided in a sympathetic yet durable material, are also proposed as part of the hard landscaping works.
- 4.88. A Lighting Strategy has been prepared which seeks to support the creation of safe, attractive routes, whilst balancing this with environmental considerations
- 4.89. The proposed landscaping and public realm proposals seek to integrate informal play opportunities and features within Jackson's Community Park and the Rochdale Canal Linear Park. An inclusive and multi-generational approach has been taken to promote leisure play outdoor fitness within shared public spaces. An equipped play area (LEAP) is proposed within the Jackson's Community Park located to the south west of the community hub building – this will provide natural surveillance across the play area whilst also ensuring that the play area is not located too close to the canal, which could present a hazard to young children.

- 4.90. The following boundary treatment design principles are proposed across the masterplan, to ensure clear demarcation of spaces, maintaining privacy, and deterring anti-social behaviour:
- Boundary treatments should never be taller than 0.5m around the front of the residential built form, to ensure visual connection between building and open space. A combination of treatments will be employed, dependant on the boundary location within the Site.
 - The treatment of rear boundaries of adjacent dwellings to open space would include native planting. The approach delivers a defensive boundary to environmental designations, providing a sensitive treatment at the interface of development and the landscape asset that limits the use of fencing and limits public thoroughfare.
 - The treatment of rear boundaries to adjacent homes should include native species tree and hedgerow planting.
 - The use of tall fences and walls along private property boundaries should be avoided.
- 4.91. For further details on the Lighting Strategy, Play Strategy and boundary treatments please refer to section 12 of the Design and Access Statement prepared by Planit-ie.

Car Parking and Cycle Provision (Phase 1: Full)

- 4.92. Car parking arrangements will vary across Phase 1 of the Proposed Development. The following is proposed:
- Primary Route/ The Avenue: Predominantly side parking with the occasional front or rear arrangement.
 - Secondary Streets:
 1. Rear parking, 1 x garage incorporated into each Mews property, parking courtyards associated with the apartment blocks.
 2. Rear parking, courtyards associated with the apartment blocks.
 3. Mixture of front and side parking. Parking for properties overlooking the modal filter will be posited next to the gable ends.
 - Management Company Drives: Front and side on plot, allocated off-plot spaces.
- 4.93. Car parking levels broadly comprise one car parking space per apartment, one car parking space per 2 bed house, predominately two spaces for 3 bed houses (where necessary, the occasional 3 bed house will include one space only), two car parking spaces per 4 bed house.
- 4.94. Overall, 512 car parking spaces are proposed within Phase 1, including 15 visitor car parking spaces. The 497 resident's car parking spaces, equates to 1.3 spaces per dwelling. Car parking levels broadly comprise:
- x 1 No. space per apartment
 - x 1 No. space per 2 bedroom houses
 - x 1 No. or 2 No. spaces for 3 bedroom houses.
 - x 2 No. spaces for 4 bedroom houses.
 - Occasional lay bay visitor parking space (15 spaces).
- 4.95. The following electric vehicle charging provision is proposed for Phase 1:
- 100% passive EV charging provision each standalone residential unit.
 - 20% active EV charging provision for allocated parking (apartments/flats).
 - 80% passive EV charging provision for allocated parking (apartments/flats).

- 4.96. Occasional lay-by visitor car parking spaces is proposed within Phase 1 of the masterplan, with visitor parking spaces proposed along the edge of Ten Acres Pocket Park, in the northwest of the Site. This will be used by visitors to the area but will also make the park and the canal side more accessible for visitors that rely on their car.
- 4.97. 100% secure cycle parking and storage is proposed across Phase 1 of the Proposed Development. Houses will have a secure cycle storage in rear gardens and apartment blocks (including the central community hub) will provide a secure communal cycle storage within the communal core of the building.
- 4.98. For visitors, 7 Sheffield Stands are proposed in the public realm outside the proposed community hub, equating to 14 cycle spaces.

Waste and Servicing (Phase 1: Full)

Servicing Strategy

- 4.99. All dwellings will be serviced via the main access route which runs east-west through the Site, from the main access point into the Site on Ten Acres Lane. The surrounding residential streets will be serviced via the main access route, The Avenue. The operator and frequency of waste collections will be determined following discussions with Manchester City Council. For details on the refuse strategy please refer to Section 12 of the Design and Access Statement prepared by Barton Willmore.
- 4.100. It should be noted that a tracking exercise has been undertaken, of a large refuse vehicle, as specified by MCC, to demonstrate that large vehicles can negotiate the proposed Ten Acres access junction appropriately. This drawing is provided in Appendix B of the Transport Assessment prepared by Vectos (contained at Appendix 7.1 of Environmental Statement Volume 2).

Refuse Strategy

- 4.101. The proposed refuse storage capacity has been calculated based on Manchester City Council's document, 'GD04 Waste Storage and Collection Guidance for New Developments' (2017).
- 4.102. Houses will provide storage areas within the boundary of each property, to accommodate the following which will promote recycling:
- Refuse / general waste (grey wheeled bin)
 - Food and garden waste (green wheeled bin)
 - Mixed pulpables (blue wheeled bin)
 - Glass, cans and plastic bottles (brown wheeled bin)
- 4.103. Apartments will include 0.43 sq. m of refuse storage space per apartment within the stairwell of each apartment, with the dedicated space expected to accommodate separate general waste and recycling bins.
- 4.104. All bins are positioned in accordance with building regulations, which requires a no greater than 30m residents drag distance and a no greater than 10m refuse operative drag distance. Houses will predominantly include bin storage areas within rear gardens. Where required to meet building regulations, bins have occasionally been positioned within front gardens. For apartments, adequate space has been provided to maneuver and access containers, ensuring that each container can be accessed and removed individually. The refuse storage areas will be contained within the ground floor of the building.

Accessibility and Inclusive Design (Phase 1: Full)

- 4.105. The detailed design for Phase 1 has been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has

been developed in full consideration of national legislation. This includes the provisions of BS8300:2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the Applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the application site through to moving around the internal parts of the buildings and accessing information, including signage and contact details.

- 4.106. 43% of the dwellings have been designed to be accessible and adaptable, in accordance with Building Regulations Part M4(2). Spaces within these dwellings will be designed to enable minimum turning circles to be accommodated and minimum clearances beyond fixed furniture such as beds. Bathroom walls will be capable of taking adaptations such as handrails.
- 4.107. A total of 17 accessible car parking spaces are provided within Phase 1 of the Proposed Development, equating to 10% provision of the proposed unallocated car parking (apartment and visitor car parking).
- 4.108. The proposed layout and the landscaping and public realm proposals for Phase 1 of the Proposed Development have been designed to create a legible and inclusive development, that accommodates all forms of disability. This is enhanced through the improved pedestrian connections, an appropriate lighting strategy and the creation of key landmark buildings to aid wayfinding and navigation throughout the masterplan, opening up routes for pedestrians to move through and within the Site.

Energy and Sustainability (Phase 1: Full)

- 4.109. The Proposed Development has been designed on the basis that it will seek to achieve the following overall targets:
 - Being designed and specified in accordance with the principles of the energy hierarchy, “Be Lean, Be Clean and Be Green”
 - A fabric first approach shall be taken in reducing energy demand / consumption. With regards to the proposed residential development, the following measures have been implemented to make the proposal more ‘lean’ and efficient:
 - Improved fabric insulation to minimise heat loss and gain;
 - Use of daylight to reduce lighting loads where possible;
 - Low energy lighting using LED lighting throughout, to minimise energy demand;
 - Efficient heating systems (air source heat pumps) to reduce energy demand;
 - Natural Ventilation and incorporation of MVHR systems
 - The Proposed Development will benefit from a high specification building fabric with U Values which improve on current Part L1A 2016 values. This will ensure energy demand is reduced.
 - The incorporation of air sourced heat pumps for standalone dwellings, ground sourced heat pumps for apartments, as well as rooftop photovoltaics (PV) have all been deemed as suitable technologies.
 - The Proposed Development will comply with a target of 15% reduction on Part L 2010 (representing a 9% increase on Part L 2016). All residential dwellings within Phase 1 of the Proposed Development will meet the 9% increase on Part L 2016; within Phase 1 all houses will deliver a 13.8% improvement or higher and apartments will deliver a 46% improvement on Part L (2016). SAP 10 calculations have been undertaken, which reflect the current status of the UK’s decarbonised grid, for further details please refer to Section 5 and Appendix A of the Energy Report, prepared by ECS.

Phase 2: Housing and Education Facility (Outline)

- 4.110. This hybrid planning application comprises two parts, with Phase 1 seeking Full Planning Permission, and Phase 2 seeking Outline Planning Permission with all matters reserved except main points of access. The

outline phase relates to the delivery of a new secondary school and a further phase of housing led development. The Site and the currently proposed phases of development are shown on plan ref. 2490-PLA-00-00-DR-U-0064-Phasing Plan.

- 4.111. All of the matters that have been reserved are underpinned by the design principles established, and an illustrative layout is provided to demonstrate how those principles, in conjunction with the broader development parameters identified in the Design and Access Statement.
- 4.112. As referenced above, the Design and Access Statement also provides a description of the development parameters, together with a set of parameter plans which have been developed to ensure that the key components of the scheme principles and illustrative masterplan are clearly and precisely established providing a framework within which reserved matters applications can be submitted as well as a series of development parameters and accompanying parameters plans. These parameter drawings are also submitted individually as part of this planning application.

Outline Parameters

- 4.113. The quantum of development for Phase 2 is defined by parameters to allow some flexibility in the design of the building at reserved matters stage, whilst ensuring the outline permission approves a suitable form of development.
- 4.114. The outline proposals should be read in conjunction with the submitted Parameters Plans. The parameter plans will become approved drawings and reserved matters proposals in Phase 2 will need to adhere to the parameters set in the plans.
- 4.115. The Parameter Plans and design principles (set out in Design and Access Statement) will ensure at the outline stage that Manchester City Council and the consultees have sufficient information to understand the outline planning permission that is sought.
- 4.116. Further information on the likely form of development is provided indicatively, however any information that is provided indicatively will be clearly identified.
- 4.117. The outline parameters are set out in Table 4.4.

Table 4.4: Outline Parameters

Outline Site Area 10.58 hectares	
Proposed Use	Residential (Use Class E) Residential (Phase 2) area – 5.7 hectares
	Education Facility - Secondary School (Use Class F1) - School site area – 3.8 hectares - Secondary school provide up to 1,050 school places and associated sports facilities (including playing fields, also proposed for community use)
Residential Units Up to 338 units.	
A range of unit mix, from one-bed apartments to larger four bed homes.	

Proposed Development Height	Residential: range between 2.5 storeys (semi-detached & detached and mews houses), 3 storeys (town houses) and 4 storeys (apartment buildings). School : up to maximum height of 2.5 storeys.
Car Parking and Cycle Parking Provision	It is intended that the proposed car parking strategy, and cycle storage (/parking) provision for Phase 2 will follow the same principles established in Phase 1 of the Proposed Development.
Green and Blue Infrastructure	Deliver a minimum of 0.8 hectares of open space.

Parameter Plans

4.118. The following Parameter Plans have been produced for Phase 2 of the Proposed Development to ensure that the key components of the scheme principles and illustrative masterplan are clearly and precisely established, providing a framework within which reserved matters applications can be submitted:

- Land Use
- Phasing
- Building Heights
- Access and Movement
- Green and Blue Infrastructure

Land Use (Outline)

- 4.119. The provision of new homes (Use Class C3) within Phase 2 will support a range of tenures including open market housing and affordable homes as well as a range of sizes from one bed accommodation through to larger four bed homes.
- 4.120. Although this Application does not seek permission for specific dwelling types it is important that the Site provides a broad mix of typologies suited to different tenures. To create a truly diverse community a range of house sizes should be considered within reserved matters applications.
- 4.121. The precise mix of accommodation will be defined and submitted for approval at the Reserved Matters stage. Phase 2 will also provide a much-needed new Secondary School (Use Class F1), offering up to 1,050 school places for children within the local area as well as sports facilities that will be available for local community use outside of school hours (with details to be agreed under a Community Use Agreement).
- 4.122. The total site area in Phase 2 is 10.6 hectares. Of this area, 3.8 hectares is defined as the site of the proposed school. For the residential proposals, a maximum of 5.7 hectares is defined as a development zone for new homes and a minimum of 0.8 hectares for the provision of open space.
- 4.123. The area for residential is proposed to deliver up to a total of 338 new homes alongside the fixed number (378) provided as part of the detailed Phase 1 proposals applied for in full.

Phasing (Outline)

- 4.124. There is no prescribed sequencing for the outline phase, Phase 2, of the Proposed Development although the intention is to develop and move forward the reserved matters proposals upon securing outline planning permission

Design (Outline)

Scale and Massing (Building Heights)

- 4.125. The Building Heights Parameter Plan (submitted within this Application) defines the maximum permissible number of storeys and eaves heights for pitched roofs and roof heights for flat roofs across the Site.
- 4.126. The proposed residential development within Phase 2 will range between 2.5 storeys (semi-detached & detached and mews houses), 3 storeys (town houses) and 4 storeys (apartment buildings). These future building heights have been influenced by the analysis of the surrounding context and existing building heights.
- 4.127. The scale of the Proposed Development has been designed to sensitively integrate into the surrounding context. Building heights must not exceed the building heights parameters described. As a general principle, it is likely that apartment buildings will be located principally along the boundary with the canal, following the pattern of development within phase one. These proposed heights and the impact of them is considered in detail within the accompanying Landscape Visual Impact Assessment
- 4.128. The school is proposed to be no more than 2.5 storeys in height.
- 4.129. As set out above, it is intended that the proposed housing in Phase 2 will be low rise of 2.5 and 3 storey homes; with some up to 4 storey homes located alongside the canal edge.
- **Canal Edge** - The canal edge is a key frontage within the development presenting an opportunity for waterside living. Building heights are increased along the canal edge and recommended at a maximum of 4 storeys in height. Consideration of the building line, articulation and roofscape will need to be considered to ensure that variety is delivered, avoiding blanket heights and a wall of built form.
 - **The Avenue** - The Avenue is a key primary connection through the development and buildings will be set back behind large front gardens. It is recommended that predominantly 2.5 storeys are proposed with 3 storey buildings used to emphasise key corners and to terminate vistas.
 - **Mitchell Street** - Mitchell Street character area is located adjacent to the existing residential development. Building heights have been designed to fit into the surrounding building heights and avoid overshadowing existing rear gardens. A maximum of 2.5 storeys is proposed within this character area.
 - **School** - The school will be of a maximum height of 2 – 2.5 storeys in height with the building, located adjacent to Jackson's community park.

Appearance and Materiality

- 4.130. The appearance and materiality of Phase 2 of the Proposed Development will be informed by the character areas, set out and described in detail in Section 11 of the Design and Access Statement, prepared by Planit-ie.
- 4.131. The area, proposed number of units and density of each character area are set out in Section 11 of the Design and Access Statement. However, it should be noted that the illustrative layout and the below densities and quantum demonstrates one way in which each character area could accommodate homes with a mix of typologies. Detailed design proposals will be developed at the reserved matters planning stage.
- 4.132. A summary of each of the Phase 2 (residential) character areas is also provided in Section 9 of the Design and Access Statement, including guiding design principles to inform the reserved matters stage. The Phase 2 residential character areas are set out below:
- Canal Edge Phase 2 Character Area

- The Avenue Phase 2 Character Area
- Mitchell Street Character Area

Green and Blue Infrastructure

- 4.133. The Phase 2 residential led development will provide open space located at the edge of the Rochdale canal, following on from the principle established in Phase 1, as well as in the heart of the development.
- 4.134. Details of landscaping are to be agreed at the Reserved Matters stage, however it is proposed that Phase 2 will deliver a minimum of 0.8 ha of open space in line with guidance, and include:
- Amenity green space to be overlooked by dwellings on a minimum of three sides of the space.
 - Informal recreation.
 - Canal edge buffer to include structural planting, hedgerows and trees. New biodiversity zones to encourage wildlife habitats including grassland, new tree planting, native planting and wild flower meadow planting.
 - Sustainable Urban Drainage systems (SuD's) the design of the SuDs will form part of reserved matters applications, sufficient to support the Proposed Development
 - Attractive and accessible environments for children's play. Play provision for younger children to be located within 5 minute walking distances of homes, 0.1 hectares for play is required as a minimum. Recommendations for play design are provided within the landscaping section of the Design and Access Statement, prepared by Planit-ie
- 4.135. The illustrative masterplan maximises the canalside location with new homes orientated to provide views and activate the canal frontage. A safe environment for recreation, amenity and potential future use of the canal towpath as a strategic movement corridor is also incorporated into the illustrative masterplan proposals. The development will include attractive and accessible environments for children's play. Inclusive play will be designed to cater for all users and age groups. Play areas are accessible and within easy walking distance from every home. A variety of green spaces and public realm will include a mix of private, semi-private and public green spaces. Phase 2 will benefit from access to the community park within Phase 1.
- 4.136. Native planting, wild flower meadows and new tree planting will encourage wildlife habitat and biodiversity. Sustainable Urban Drainage solutions will weave throughout the development, designed to sensitively blend into the landscape spaces.

Access and Movement (Outline)

- 4.137. As referenced above, Phase 2 of the Proposed Development is applied for in outline with all matters reserved except for the main points of access. The Access and Movement Parameter Plan prepared by Planit-ie and submitted as part of this Application defines the primary access route which is being applied for in detail.
- 4.138. The main points of access into the outline phases of the Proposed Development are fixed and will take place via a primary east -west spine road running between Ten Acres Lane and Mitchell Street.
- 4.139. The wider principles of access and movement which will inform the reserved matter proposals for the outline phase have been defined within Section 11 of the Design and Access Statement. In addition, the overall highways proposals have been modelled and tested by Vectos (please refer to the Transport Assessment accompanying this application – Environmental Statement Volume 2 Appendix 7.1).
- 4.140. Secondary roads, as well as indicative pedestrian and cycle routes, will be considered at the reserved matters stage as part of the overall layout which will be provided in accordance with the established principles of good design referenced in the Design and Access Statement. The illustrative layout is

provided to demonstrate how those principles, in conjunction with the broader development parameters (set out in detail within the Design and Access Statement), can manifest on Site in practise. Therefore, any routes indicated within the planning documentation are for illustrative purposes only and act as guidance in terms of providing secure and effective movement through Site as well as connections to the towpath.

- 4.141. The Avenue (east-west spine road) provides the primary access road through the development, connecting Ten Acres Lane and Mitchell Street. Secondary and tertiary streets connect to the primary route to serve the development.
- 4.142. The Rochdale Canal Towpath is located immediately to the north and will provide a traffic free pedestrian and cycle route in both an easterly and westerly direction. Pedestrian and cycle linkages are to be made available at key intersections along the canal towpath providing north south connections through the Site.
- 4.143. It is anticipated that as part of the outline phase, the following access points into the Site will be provided; however, as set out above the secondary roads and indicative pedestrian and cycle routes will be considered in detail at the reserved matters stage
- To the east from Mitchell Street, via Briscoe Lane (including for vehicular access).
 - Pedestrian and cycle access only from Rochdale canal towpath (and Hallam Road).

Secondary School (Outline)

- 4.144. A new secondary school is proposed on the Site, which will provide up to 1,050 school places for children. The School area is bound by the Jackson's Park, and enclosed by Hallam Road, The Avenue Phase 2 and Mitchell Street character areas. To the south-east, it is bound by Briscoe Lane Primary Academy. This area provides a key frontage onto the area's major spine road, The Avenue, and Hallam Road character area, with a series of green spaces and swales integrating into the school area.

Scale (Building Height) and Appearance

- 4.145. As set out above, the proposed secondary school will no more than 2.5 storeys in height. The following design principles have been set out to inform the future detailed design development in support of a forthcoming Reserved Matters application:
- Opportunities to incorporate solar panels and green roofs will be explored.
 - Building entrance and key façade should support the prominence of the school from the Site, assist legibility and create a strong sense of arrival.
 - Large windows and active rooms should address the street. The building is recommended to activate the street and create a positive relationship with the environment around it.
 - The school will be positioned to maximise visibility and located at the heart of the Site, forming a key focal point.

Access and Movement

- 4.146. As set out above, the routes indicated within the planning documentation are for illustrative purposes only and act as guidance. Secondary roads, and pedestrian and cycle routes, will be considered at the reserved matters stage as part of the overall layout, which will be informed by the design principles established within the Design and Access Statement submitted as part of this Application. The following guidance principles have been set out in relation to the school – this will be developed further at reserved matters stage:
- The main access to the school is recommended to address the Jackson's community park adjacent to the spine road, with drop off facilities and cycle shelter.

- There is opportunity to provide an additional pedestrian access to the school through the green space facing Hallam Road character area.
- Car parking facilities are recommended to be located to the rear of the school complex, creating a buffer towards The Avenue. Sustainable alternatives for parking surface treatment should be implemented, as well as breaking up parking bays with greenery.
- Service access to the school should be made through limited access from Hallam Road.

Green and Blue Infrastructure (Landscaping)

4.147. The following design principles have been set out to inform the future landscaping proposals in relation to the school element of Phase 2:

- A connection with the community park should be proposed by means of public realm interventions such as pedestrian crossings and single surface treatments.
- The boundary treatment should ensure an active frontage to Hallam Road character area and a secure buffer to The Avenue.
- Structural planting should be proposed as a buffer between the school playing fields and the residential gardens within the Mitchell Street character area.
- The school should be set in a high-quality public realm setting and form a strong visual relationship with the Community Park.
- High fencing should be avoided directly adjacent to Jackson's Community Park.
- Where high fencing is proposed, landscape such as hedges and planting should be provided to provide visual screening.

School (Communal) Sports Facilities

- 4.148. Sports facilities and play areas are proposed to be located towards the boundary with Briscoe Lane Primary Academy, however it should be noted that the school layout will be detailed within the future Reserved Matters application
- 4.149. The facilities should be floodlit and include a 3G pitch, a Multi-Use Game Area (MUGA) and a grass pitch that adapt to a range of sports, informal play and events.
- 4.150. It is expected the school facilities such as the sports ground facilities will also be available for use by the local community.

Energy and Sustainability

4.151. The proposed school will seek to adhere to the Department for Education's 'New Build Standards', as set out in the output specification document OS21 (included at Appendix 1B of this Statement). The following principles are set out within the specification document:

- **Operational Carbon:** low energy fossil fuel building which are net zero in operation, without offsite offsetting.
- **Embodied Carbon:** quantified impacts of embodied carbon on the school estate.
- **Climate Resilience:** healthy and productive buildings which are safe, long lasting and respond to user needs, now and for the future.
- **Biodiversity Net Gain:** Resilient site settings that achieve a biodiversity net gain and respond the 25 Year Environment Plan.

Construction: Indicative Programme and Management

- 4.152. The redevelopment programme is anticipated to be split into at least two phases with the full works being completed within c. 10 years from the commencement date of remediation works (approved under planning permission 129197/FO/2021).
- 4.153. It should be noted that the approved remediation works are predicated upon the redevelopment of the Site coming forward. This commitment and predication is demonstrated by condition 16 attached to Planning Permission 129197/FO/2021 for remediation works:

Condition 16

"A wildflower meadow is to be implemented on site if construction works for the redevelopment of the site have not commenced within 12 months of the completion and validation of the remediation works. Details of the soft landscaping scheme to form the wildflower meadow shall be submitted to and approved in writing by the Local Planning Authority. The approved wildflower meadow shall then be implemented, within 3 months of the approval of the scheme."

- 4.154. Condition 16 attached to Planning Permission 129197/FO/2021 demonstrates the Applicant's understanding that there is a need to cover the scenario whereby due to unforeseen circumstances, timescales for the redevelopment of the Site are delayed. As such, the Applicant demonstrated its willingness to commit, following the grant of planning permission for remediation works, to introducing planting, in the form of wildflower meadow seed planting, across the Site if construction works for the redevelopment of the Site have not commenced within 1 year of the completion of the remediation works.
- 4.155. The proposed timeframe is indicative and subject to the Applicant appointing a contractor, obtaining regulatory approvals.
- 4.156. The approximate build programme is anticipated to be split into at least two phases. The current indicative programme and sequencing is as follows:
- Form access route into the Site from Ten Acres Lane.
 - Commence remediation to Phase 1 area.
 - Construct initial spine road to Phase 1.
 - Commence plot construction in area 1 accessing the Site from Ten Acres Lane.
 - Continue with remediation works to Phase 2.
 - Complete areas 1 to 4 that form Phase 1.
 - Continue plot construction to Phase 2.
 - Complete all POS areas.
- 4.157. It should be noted that it is intended that the secondary school and further residential led phase of development, comprising Phase 2 will be progressed through separate future Reserved Matters applications. This approach is proposed on the basis that the detailed proposals for the secondary school and further residential phase of development will be brought forward by LocatED (please refer to Chapter 1), rather than the applicant. On this basis the above sequencing and programme is indicative.
- 4.158. Construction will be managed to minimise the impact on existing residents surrounding the Site. An experienced contractor will be appointed who has a strong track record delivering urban development projects, who will adhere to their usual policies for considerate construction and communication with local residents.

- 4.159. A full Construction Management Plan will be submitted and agreed with the Local Planning Authority, in advance of any start on Site. This will be adhered to and will ensure appropriate management of activities which have the potential to cause nuisance, such as traffic and access management, construction work hours, mitigation of noisy activities and minimising dust and air quality impacts. This application is supported by a Framework Construction Management Plan to set out the key principles.
- 4.160. During the remediation and construction works the appointed contractor will be responsible for the management of the Site. They will be responsible for the implementation and enforcement of best practice and suitable mitigation measures as detailed within the relevant prepared plans. Such plans include:
- A Construction and Environmental Management Plan (CEMP);
 - A Site Waste Management Plan (SWMP);
 - A Dust Management Plan (DMP);
 - A Pollution Incident Control Plan (PCIP);
 - An Emergency Response Plan; and
 - A traffic management plan (TMP).
- 4.161. These Plans will describe arrangements and procedures for managing any key risk areas in more detail, as well as any future risk, and also the resources, including personnel, which will be applied to the scheme in order to address the Health and Safety of all those working on or affected by the project works.
- 4.162. The developer/ main contractor will undertake weekly recorded inspections, toolbox talks etc. to ensure relevant environmental control measures health and safety standards are appropriate, and controls are being complied with. Site environmental performance will also be monitored regularly by a health, safety, and environment team. An inspection report will be produced and discussed with site management and any recommendations will be actioned as necessary.
- 4.163. The appointed Contractor will work closely with the Principal Designer at this early stage of the project and will influence the detailed design to remove construction and residual safety risks. They will also, at the earliest possible stage of the project, enter into dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.
- 4.164. It is considered that any issues arising from the construction of the Proposed Development can be suitably addressed in order to minimise any impact on the occupiers of surrounding properties.

Summary and Benefits of the Proposed Development

- 4.165. A summary of the Proposed Development is provided below, which details the economic, social and environmental benefits of the Proposed Development. For further details please refer to Chapter 7 (Conclusion) of this Statement.

Economic Benefits

- Economic Stimulation: The proposals for a new school and new public realm demonstrate an investment in the area which is likely to generate economic stimulation.
- Construction jobs: The construction of the Proposed Development will provide construction job opportunities whilst supporting local labour skills development and training. The completion of construction of the Proposed Development is expected to support a total of 1,049 construction job, 105 FTEs over ten years, generating a total GVA of £81.3m.

- Education Jobs: The inclusion of a school will provide additional job opportunities, whilst supporting mixed communities. The average full time part time split for the education sector in Manchester, suggests 90 FTEs would be created, generating GVA of £4.8m per annum based on the average GVA per FTE in Manchester for the education sector.
- Construction spend and economic uplift: Estimated construction spend of £65.5m for Phase 1 and £58.5m for Phase 2 will support temporary economic uplift during the construction period.
- Household expenditure: the Proposed Development is expected to deliver additional household expenditure of £8.4m per annum, representing a marginal uplift of 1.5% on the local households' expenditure in the Assessment Area. The additional £8.4m, will support 59 FTEs and GVA of £3.7m each year

Social Benefits

Earmarked for regeneration for over 25 years: The Proposed Development will deliver a residential-led scheme with a new secondary school that will meet MCC's longstanding regeneration ambitions for the Site.

- A new secondary school and sports facilities: The Proposed Development will deliver a new secondary school for the local area, as well as sports playing fields that will be for community use through a local agreement.
- New school places: The proposed secondary school will deliver up to 1,050 new school places.
- A new community hub facility: The Proposed Development will deliver a new community hub facility, including a community cafe at the heart of the Site, fronting the Rochdale Canal and the new Jackson's Community Park. This will provide a facility for both existing and new local residents to come together.
- Homes for local people: The Proposed Development will deliver up to 716 new homes across a range of tenures including open market, social rent and affordable housing are proposed across the Proposed Development. Your Housing Group has access to grant funding to secure delivery of 50% on-site affordable housing by unit (up to 358 homes). The position will not be captured in the S.106 Agreement, but will be formalised, once secured, in an Affordable Housing Statement to be submitted to the Local Authority. The Proposed Development will help to increase Manchester's Housing Stock and make an important contribution to Manchester's housing targets.
- Vitality: The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. The redevelopment of the Site will also create 24hr natural surveillance and discourage anti-social behaviour in the area, particularly along the frontage to Rochdale Canal.
- Good neighbour: The Applicant continues to be a good neighbour through its commitment to respond to anti-social behaviour and incidents on the Site.
- Demand: The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. The proposals for a secondary school support Manchester's increasing demand for school places.
- Improved pedestrian and cycle connections and promotion of sustainable transport: The Proposed Development will create key pedestrian routes and cycleways across the Site, which will serve future residents and the existing community by improving permeability through the creation of new north-south and east-west connection.

- Open space, recreation, and amenity: The Proposed Development, will deliver a variety of accessible green spaces including private, semi-private and public green spaces with pocket parks and a central community park, while the Proposed Development will also promote accessibility to the canal towpath and link bridges by providing new connections through the Site.
- Construction / local labour opportunities (skills and training): There is the opportunity to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.

Environmental Benefits

Remediation of a large (over 19ha) underutilised, contaminated site: The existing Site is highly contaminated due to its former uses as a waste tip and brickworks. An application for full planning permission to facilitate remediation works on the Site was submitted by the Applicant and approved by MCC in October 2021 (ref: 129197/FO/2021). The necessary remediation works are a major and costly undertaking. This will greatly improve the safety of the area and assist in the management of the anti-social behaviour experienced on the Site.

- New Public Realm and Enhancing frontage to the Rochdale Canal: The Proposed Development will deliver A variety of public realm / landscaped areas across the Site. The new public realm will serve future and existing residents as well as adjacent neighbourhoods. The new Jackson's Community Park proposed as part of Phase 1 provides an informal green space with areas of open lawn and play space, which will enhance the visual appearance and character of the canal towpath and generating vibrancy and vitality.
- Treatment of Japanese Knotweed: Japanese Knotweed was identified as being present on Site, as part of the Ecology Survey undertaken in support of the Remediation Application. The approved remediation of the Site includes the safe treatment and disposal of the invasive species in accordance with the relevant regulations.
- Re-location of slow worms: The presence of slow worms were identified as part of the ecological investigations undertaken in support of the Remediation Application. The slow worms identified on the Site have been successfully relocated, prior to any works on-site taking place that would affect the slow worm population, following the development of a suitable relocation strategy.
- Provision of SUDs: To minimise the risk and impact of localised flooding on and off-site, watercourse pollution and other environmental damage, the Proposed Development will incorporate Sustainable Urban Drainage Systems (SuDS).
- Provision of local parks and green routes through the Site: Proposals for a new 0.62 hectare community park and additional landscaping and public realm provision have been designed by Planit- ie. The proposed landscaping strategy will deliver 373 trees within Phase 1 of the Proposed Development (including within Jackson's Community Park).

5. Development Plan & Material Considerations

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2. This section examines the planning policy framework which forms the basis for the consideration of the development proposals.

Local Development Plan

- 5.3. Within the context of Manchester, the Development Plan comprises the following documents which are relevant to this application:
- Manchester Core Strategy (2012);
 - Manchester Proposals Map (2012);
 - Saved Policies of the Manchester Unitary Development Plan (2005);

Manchester Core Strategy (2012)

- 5.4. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

- 5.5. The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

Material Considerations

- 5.6. The following published policy, executive reports and guidance documents are relevant material considerations:
- National Planning Policy and Guidance:
 - National Planning Policy Framework (NPPF) 2021, and
 - Planning Practice Guidance (PPG).
 - Supplementary Planning Guidance
 - National Design Guide
- 5.7. A number of additional Supplementary Guidance Documents have been identified below:
- Our Manchester Strategy 2016-2025 (*please refer to Section 3 of this Statement*);
 - Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015);

- Manchester Climate Change Framework: 2020-2025
- Manchester Zero Carbon Framework (2020);
- Manchester's Green and Blue Infrastructure Strategy (*please refer to Section 3 of this Statement*);
- East Manchester Strategic Regeneration Framework (2008-2018);
- Design for Access 2 (2003);
- Manchester Residential Quality Guidance (2017);
- Places For Everyone Joint Development Plan (August 2021) – Publication Stage

National Planning Policy Framework

National Planning Policy Framework

- 5.8. The National Planning Policy Framework (NPPF) (revised version published July 2021), articulates the priorities of the Plan for Growth within planning policy.
- 5.9. At the heart of the 2021 revised NPPF lies the '*presumption*' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.
- 5.10. The NPPF states that '*the purpose of the planning system is to contribute to the achievement of sustainable development*' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.11. Section 11 of the NPPF 'Making effective use of land' supports the remediation and redevelopment of brownfield land, by stipulating:

"Planning policies and decisions should: ...

b) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land" (paragraph 120).

- 5.12. The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support strong, vibrant and healthy communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

Planning Practice Guidance

- 5.13. The Planning Policy Guidance ('PPG') was published in March 2012 and is regularly updated. It sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which is maintained as a live resource.
- 5.14. The PPG stresses the importance of well-designed places and good design that takes the opportunity to improve the character and quality of an area and the way it functions.

National Design Guide

- 5.15. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.
- 5.16. There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:
- Context – enhances the surroundings
 - Identity – attractive and distinctive
 - Built form – a coherent pattern of development
 - Movement – accessible and easy to move around
 - Nature – enhanced and optimised
 - Public Spaces – safe, social and inclusive
 - Uses – mixed and integrated
 - Homes and buildings – functional, healthy and sustainable
 - Resources – efficient and resilient
 - Lifespan – made to last

Supplementary Planning Documents and Guidance

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

- 5.17. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.18. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.19. The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Climate Change Framework 2020-2025 and Manchester Zero Carbon Framework (2020)

- 5.20. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.21. In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;

- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as “likely” to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 5.22. A draft Manchester Zero Carbon Framework has been developed which sets out the City’s overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.
- 5.23. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester’s future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the city’s target of becoming zero-carbon by 2038 in mind.
- 5.24. It further strengthens the emerging Manchester Zero Carbon Framework. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

East Manchester Strategic Regeneration Framework (2008-2018)

- 5.25. The Eastlands Regeneration Framework (ERF) was originally endorsed in 2011 which shaped and guided investment and development in East Manchester. It was subsequently updated in 2017.
- 5.26. The Site is identified for redevelopment in the East Manchester Strategic Regeneration Framework (RF) (2008-2018), which makes specific reference to the ‘Jackson’s Brickworks Site’. The SRF identifies a number of principles to consider when redeveloping the Site, and also identifies the Site as one of three strategic target areas for larger family housing.
- 5.27. A further update to the East Manchester SRF was published in 2019, under the revised ‘Eastlands Regeneration Framework’ (ERF). It should be noted that the Site does not fall within the 2019 ERF update boundary.

Design for Access 2 (2000)

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

Manchester Residential Quality Guidance (2017)

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

Greater Manchester Places For Everyone Joint Development Plan (August 2021) – February 2022 Submission Stage

- 5.31. The Places for Everyone Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan Publication Plan, was considered at the Places for Everyone Joint Committee on July 20, 2021 and was subsequently approved by each of the nine districts for publication.
- 5.32. The plan has been submitted to the Secretary of State for examination on 14 February 2022 together with all the supporting documents, background evidence, and representations received during the final stage of public consultation. It should be noted that no Modifications were considered necessary prior to Submission, therefore the Submission Plan remains unchanged from that published under Regulation 19 in August 2021. Independent Inspectors will now be appointed to undertake an independent examination into the plan.
- 5.33. Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.
- 5.34. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester's transport network or supported by new infrastructure.
- 5.35. The plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014, and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework.
- 5.36. The Places for Everyone Joint Development Plan was subject to a final stage of consultation which commenced on 9 August 2021 and ran for 8 weeks, ending on 3 October 2021. The consultation was on whether the plan meets the 'test of soundness'. The plan is currently at Publication Stage, whereby following the final stage of consultation analysis is currently being undertaken following the consultation period, in preparation for the examination in public. The plan will be submitted to the Secretary of State for Examination. The examination phase is expected to take place in January 2022, with the publication of the final plan anticipated for 2023.
- 5.37. Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the Places for Everyone Joint Development Plan is not adopted it is at the final stage of consultation and so it is considered to carry some weight in the determination of planning applications.
- 5.38. The Places for Everyone Joint Development Plan sets out 10 strategic objectives:
1. Meeting our housing need.
 2. Create neighbourhoods of choice.
 3. Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
 4. Maximise the potential arising from our national and international assets.
 5. Reduce inequalities and improve prosperity.
 6. Promote the sustainable movement of people, goods and information.
 7. Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.

8. Improve the quality of our natural environment and access to green spaces.
9. Ensure access to physical and social infrastructure.
10. Promote the health and wellbeing of communities.

Summary

- 5.39. The above policy and supplementary planning documents have informed the Proposed Development and are assessed further in Section 6 of this document.

6. Planning Policy Assessment

- 6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.
- 6.2. Where material considerations provide additional requirements or detail to the policies of the Development Plan that merit discussion, these are considered.
- 6.3. The following matters are considered relevant to the determination of the Planning Application:
- Principle of Use
 - Accommodation Size and Mix (Housing Development)
 - Affordable Housing
 - Design
 - Townscape
 - Energy and Sustainability
 - Climate Change Mitigation and Biodiversity
 - Ground Conditions
 - Archaeology
 - Ecology & Biodiversity
 - Flooding and Drainage
 - Air Quality
 - Transport
 - Noise
 - Safety and Security
 - Summary of Planning Policy Assessment

Principle of Use

Residential and School

- 6.4. *Core Strategy Policy SP1 Spatial Principles* states that development in all parts of the City should improve access to education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.
- 6.5. Both the East Manchester Strategic Regeneration Framework (2008-2018) and the MCC Unitary Development Plan (UDP- 1995) identify the Site for future development. The East Manchester Strategic Regeneration Framework identifies a number of principles to consider when redeveloping the Site, and also identifies the Site as one of three strategic target areas for larger family housing.
- 6.6. *Core Strategy Policy EC3 Regional Centre* states that housing is an appropriate use within the Regional Centre, although should complement the development of mixed-use employment areas.
- 6.7. *Core Strategy Policy H4 East Manchester* states that East Manchester will accommodate around 30% of new residential development over the lifetime of the Core Strategy. Priority will be given to family

housing and high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre – including Newton Heath.

- 6.8. The Site was been identified for regeneration for over 25 years, as evidenced through Policy EM5 Central Park within MCC's UDP (1995). UDP Policy EM5 identifies Central Park as an area for regeneration over the ten year plan period (from 1995 to 2005).
- 6.9. UDP Policy EM5 states that within Central Park development will be permitted, which includes:
- Creating a “focal point” at the “meeting point of the Rochdale Canal and Ten Acres”;
 - “Facilities to serve the daily needs of employees and residents of the business park”;
 - “High quality landscaping to enhance the character of the area”; and
 - “Improved access to the Rochdale Canal, a linear area of public open space traversing the business park, and improvements to the canal walkway.”

East Manchester Strategic Regeneration Framework

- 6.10. The Site continues to be identified for redevelopment, with specific reference being made to the 'Jackson's Brickworks' site within the East Manchester SRF (2008-2018). It provides principles for future development to reconsider:
- Target Areas for Larger Family Housing - the SRF identifies three strategic areas for their potential to accommodate new, high amenity family housing that will be comparable in size, density and character to housing available in other desirable suburban locations.
 - Southwest of Old Church Street, “on part of the Jackson's Brickworks site” is identified as one of the target areas. It considered that an increase of new families into the area will “help to support the retail functions of Newton Heath District Centre by providing “a high quality residential anchor” that complements the existing “quality neighbourhood to the east”.
 - *Newton Heath Neighbourhood Development Framework* – as part of the Newton Heath Neighbourhood Development Framework contained within the SRF, the opportunity to deliver new, high quality housing on the ‘former Jackson's Brickworks site’ is identified. The SRF sets out a number of principles for redeveloping the Site (our emphasis in bold):
 - *“The former site of the Jackson's Brickworks offers an opportunity to introduce a substantial development of **high-quality family housing** that will help to support and anchor the high street, **capitalise on the amenity of the Rochdale Canal corridor** and the **Briscoe Lane Primary School and Nursery** to the south.”*
 - *“Development of this area should create **strong connections** with both the high street and surrounding neighbourhoods and be sited to **encourage the natural surveillance of the canal.**”*
 - *Central Park* – the SRF promotes Central Park South for a wide range of uses, not confined to high-quality employment uses and create environmental improvements to Rochdale Canal to enhance linkages between Newton Heath District Centre to Miles Platting.
- 6.11. It should be noted that the Site falls outside the boundary of the Central Park Strategic Employment Location which is defined by Policy EC6 of the Core Strategy. Chapter 5 of the NPPF emphasises the Government's ambition to significantly increase the supply of homes. It sets that Local Planning Authorities should undertake an assessment of the needs for homes and with strategic policies made based on this assessment. This is reflected above in Core Strategy Policy H1, however, it should be noted that the Places for Everyone Draft at JP H-1 sets out that Manchester should deliver 56,528 new homes between 2021 and 2037 which would equate to 3,533 new homes per annum.
- 6.12. *Chapter 11 of the NPPF* (2021) promotes the effective use of land in meeting the need for homes and other uses by utilising previously developed or 'brownfield' land. At paragraph 120, it states that

substantial weight is given to developments that repurpose underutilised sites and that these developments should be supported.

- 6.13. It should be noted that the Site falls outside the boundary of the Central Park Strategic Employment Location which is defined by Policy EC6 of the Core Strategy.

Applicant's Response

- 6.14. The Site is located within the Regional Centre, as defined by Policy EC3 of MCC's Core Strategy (2012) and Site also falls within East Manchester, as defined by Policy H4 of the Manchester Core Strategy (2012). The principle of development in this area of Manchester is established through planning policy. More specifically, MCC Core Strategy Policy EC3 and Policy H4 both support residential development on the Site.
- 6.15. The current vacancy of the Site is not considered to make optimal use of this strategically located site and makes inefficient use of brownfield land. Furthermore, due to lack of landscaping and the poor amenity value of the Site, it is considered to detract from the appearance and safety of the area. The Proposed Development will act as a catalyst for the more long-term regeneration ambitions set out in the UDP Policy EM5 and the East Manchester SRF through increasing pedestrian footfall to the location and providing active uses on Site, in addition to residential units. As such the Proposed Development supports the NPPF's promotion of utilising brownfield land for homes, and the repurposing of under-utilised sites.
- 6.16. As previously outlined the Site's planning history includes residential development proposals approved in the 1980s and 1990s, and most recently an approval for residential development in 2014. Whilst the Site has a history of residential applications, no redevelopment has been delivered on Site with all previous applications disbanded.
- 6.17. The Site has been identified for regeneration for over 25 years, having been flagged for redevelopment within the UDP (1995) and the East Manchester SRF (2008-2018). The Proposed Development will therefore realise MCC's longstanding ambition to redevelop the Site.
- 6.18. The residential-led development will provide high-quality homes to support the economic growth of the Region and redevelop an underutilised brownfield site in what is a highly sustainable location.
- 6.19. There is a continued demand for Manchester to provide quality accommodation to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 716 new homes will contribute to MCC's housing delivery target.
- 6.20. The Site is ideally located for residents to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options. The proposals for a secondary school support Manchester's increasing demand for school places.
- 6.21. The Proposed Development will deliver a new secondary school, providing 1,050 school places and extensive open space and public realm for the existing and future local residents and the wider community, including the residential population to the south of the Site. Given the Site's sustainable and accessible location and that it is well connected to various destinations including Newton Heath District Centre, the Proposed Development will support Core Strategy Policy SP1 through improving access to education and open space.
- 6.22. Once in operation the proposals are anticipated to support circa 90 FTE jobs within the school and circa 59 FTE additional jobs within retail, other services and in the supply chain locally. The proposals will also provide council tax revenue for the MCC on any of the private accommodation.

Sports Pitch Provision, Open Space and Green Infrastructure

- 6.23. *Core Strategy Policy EN9 Green Infrastructure* outlines that new developments are expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function and that where the opportunity arises the Council encourages developers to enhance the quality and quantity of green infrastructure.
- 6.24. *Core Strategy Policy EN11 Quantity of Open Space, Sport and Recreation* states that as opportunities arise, new open space, sport and recreation facilities will be created across Manchester. The Council will seek the provision of new open space, sport and recreation facilities, in particular where:
- a quantitative shortage of a particular use per head of population, including any expected increase of population created by the new development, based on the findings of the Open Space, Sport and Recreation study and Playing Pitch Strategy, is identified in the local area;
 - where significant levels of development are proposed including within the Strategic Housing Location.
- 6.25. Policy EN 11 outlines that new open spaces should also be interconnected, to allow for better links for disabled people, pedestrians and cyclists both across and between sites and to enhance the biodiversity of the City.
- 6.26. *MCC's Green and Blue Infrastructure Strategy* makes specific reference to the opportunity to embed green infrastructure as part of a school new build. It outlines that schools can offer a significant green infrastructure resource within an urban area, including playing fields, nature conservation areas, and green linkages to the wider community.
- 6.27. *MCC's Manchester Playing Pitch Strategy (Strategy and Action Plan – June 2017)* provides a framework for the maintenance and improvement of outdoor sports pitches and ancillary facilities. The strategy references a recommendation to maximise community use of educational sites, where there is a need to do so. In order to maximise community use of educational (sports) facilities it is recommended that a coherent, structured relationship is in place with the school, whereby it is important for schools to negotiate and sign formal and long term agreements that secure community use. In addition, 'Aim 3' of the strategy is "to provide new outdoor sports facilities where there is current or future demand to do so".

Applicant's Response

- 6.28. The Core Strategy identifies the opportunity for developments to enhance the quality and quantity of green infrastructure. Chapter 8 and Chapter 13 of the Design and Access Statement prepared by Planit-ie details the proposed green space and public realm.
- 6.29. The Proposed Development will also deliver a variety of public realm / landscaped areas across the Site. In relation to Phase 1, this includes:
- Jackson's Community Park including play space (adjacent to community hub building and fronting the canal).
 - Ten Acres Pocket Park including play space (adjacent to Rochdale Canal)
 - Hallam Green including play space (adjacent to the southern boundary)
 - Ten Acres Lane arrival space
 - Canal Linear Park
 - Hallam Road Pedestrian / Cycle Connection
- 6.30. The new public realm will serve future and existing residents as well as adjacent neighbourhoods. The new 0.62 Jackson's Community Park will provide an informal green space with areas of open lawn and play space. The Park's location fronting the Rochdale Canal will enhance visual appearance and character of the canal towpath by providing a space for staying and playing which will in turn promote greater footfall and generate active surveillance, thus increasing safety along the towpath and generating vibrancy and vitality along the Canal.

- 6.31. The Phase 2 residential led development will provide open space located at the edge of the Rochdale canal. Details of landscaping are to be agreed at the Reserved Matters stage; however, it is proposed that Phase 2 (residential) will deliver a minimum of 0.8 ha of open space.
- 6.32. The concept for the public realm is to contribute to the existing green and blue infrastructure by linking the series of proposed green spaces, including the new community park which is located along the Rochdale Canal frontage. The proposed planting provision has been designed to enhance the ecological value of the Site, whilst also balancing this with the need to remediate a heavily contaminated site, in line with the proposals approved as part of the Remediation Application.
- 6.33. The Core Strategy recognises that where opportunities arise new open space, sport and recreation facilities are to be created. As part of the proposed secondary school, the Proposed Development will provide sports facilities (including sports pitch provision) that will be available for local community use outside of school hours (with details to be agreed under a Community Use Agreement), which will support current and future demand for new outdoor sports facilities, in line with MCC's Playing Pitch Strategy.

Housing Development (Accommodation Size and Mix)

- 6.34. *Core Strategy Policy H1 Overall Housing Provision* states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. High density developments (over 75 units per hectare) are considered appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there is a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.
- 6.35. *Core Strategy Policy H2 (Strategic Housing Location)* states that the identified area to the east and north of Manchester City Centre will accommodate a significant amount of new residential development with an emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing.
- 6.36. *Draft Policy JP-H 3 Type, Size and Design of New Housing* the Places for Everyone Submission Draft JDP references that development should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods.
- 6.37. *Draft Policy JP-H 3* also states that all new dwellings must comply with the nationally described space standards and the precise mix of dwelling types and sizes is determined at a local level in order to deliver an appropriate mix of dwellings.
- 6.38. The Manchester Residential Quality Guidance (2017) places emphasis on the need to deliver a range of housing types and tenures that anticipate and fulfil the needs of different demographic groups. Residential development that targets a specific demographic group should be driven by a clear demonstrable need.

Applicant's Response

- 6.39. The Proposed Development will deliver a variety of one, two, three and four bedroom dwellings, including apartments and houses. The proposed quantum of mix of dwellings for Phase 1 allows for 49% of the residential element being 3 and 4 bed houses. The proposed housing mix for the residential element of Phase 2 is likely to be of a similar proportion but will ultimately take into consideration the prevailing market demand. The proposed apartments and houses provide a broad mix of dwelling sizes.
- 6.40. The residential dwelling mix for Phase 1 is summarised in table 6.1 below.

Table 6.1: Phase 1 Dwelling Mix

Unit Type	Quantum and Mix
Apartments	1 bed x 32 (8.5%)
(134 total)	2 bed x 102 (27%)
Houses	2 bed x 59 (15.6%)
(244 total)	3 bed x 134 (35.6%)
	4 bed x 51 (13.5%)

- 6.41. The delivery of the scheme would therefore support the delivery of a mix of dwelling types and sizes, within the Regional Centre and a strategic housing location. As such, it is therefore considered that the Proposed Development is compliant with Core Strategy Policies H1 and H2 and draft Places for Everyone policies.
- 6.42. In addition, the Proposed Development will respond to MCC's Residential Growth Strategy (2016) aims to ensure that there is the right quality, mix and type of housing to meet demand and changing demographics, and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities

Affordable Housing

- 6.43. *Core Strategy Policy H8 (Affordable Housing)* states that new development will contribute to the City-wide target for 20% of new housing provision to be affordable. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. The proportion of affordable housing units should reflect the type and size of the development as a whole and should be subject to a financial viability assessment. Affordable housing units will be inclusively designed to reflect the character of development on the site. A variation in the proportions of socially rented and intermediate housing, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver intermediate or social rented housing as appropriate.
- 6.44. The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.

Applicant's Response

- 6.45. A Viability Statement has been submitted as part of this Application, which demonstrates that it is not viable to provide affordable housing, based on current market conditions. The viability assessment accounts for the significant cost incurred by the Applicant in remediating the heavily contaminated Site. The Applicant's willingness to progress with remediation works prior to securing permission for the Proposed Development highlights their strong commitment to develop a key regeneration site, and deliver a high quality residential-led development.
- 6.46. The Applicant has access to grant funding to support the delivery of 50% affordable housing on-site – for further details please refer to Chapter 4 (paragraphs 4.57 to 4.59). For details on the Applicant's track record in delivering high quality homes across a range of tenures please refer to Chapter 1 of this Statement.

- 6.47. On the basis of the submitted viability appraisal, the proposals are in accordance with Core Strategy Policy H8.

Design

- 6.48. *Core Strategy Policy EN1 (Design Principles and Strategic Character Areas)* states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.49. *Core Strategy Policy CC9 (Design and Heritage)* requires the design of new buildings in the City Centre to be of the highest standard whilst preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 6.50. *Core Strategy Policy DM1 (Development Management)* states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail. In addition, Policy DM1 states that regard should be given to the “impact on the surrounding area in terms of the design, scale and appearance of the Proposed Development” and “development should have regard to the surrounding area”
- 6.51. *Core Strategy Policy CC10 (A Place for Everyone)* states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.52. *Guide to Development in Manchester Supplementary Planning Document (2007)* and *Technical Guidance (2015)* also provides design guidance for developers. The *Manchester Residential Quality Guide (2017)* sets design criteria that has been followed through the design development of the scheme.
- 6.53. *Chapter 12 of the NPPF (2021)* emphasises the great importance placed on the creation of high quality buildings and places; good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. A number of factors help to ensure that developments are contributing to the creation of well-designed places:
- Function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Are sympathetic to local character and history;
 - Establish or maintain a strong sense of place to create attractive, welcoming and distinctive places;
 - Optimise the potential of the site and support local facilities and transport networks; and
 - Create places that are safe, inclusive and accessible and which promote health and well-being.
- 6.54. In addition, the NPPG states that well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process.
- 6.55. The *Manchester Residential Quality Guidance (2017)* sets several design criteria that should be followed within the scheme.
- 6.56. *Design for Access 2* is also relevant. The document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

Applicant's Response

Layout, Scale and Massing

- 6.57. Chapter 7 of the Design and Access Statement prepared by Planit-ie details the overall layout and scale of the proposed masterplan, and Chapter 12 prepared by Barton Willmore details the layout for Phase 1.
- 6.58. The scale and massing for Phase 1 (detailed) is also contained within Chapter 12 of the Design and Access Statement ('Detailed Application Site Layout and Architecture). The scale and massing of the outline phases is set out in Chapter 11 of the Design and Access Statement prepared by Planit-ie, which includes details of the proposed parameters – the parameter plans prepared by Planit-ie have also been submitted separately in support of this Application.
- 6.59. The scale and form of the Proposed Development responds to the surrounding built context, with regards to height and massing. Site specific considerations have informed the design, including the location and accessibility of the Site, relationship and connectivity with the Rochdale Canal (to the north), the relationship with the existing built context (including the existing residential dwellings to the south and east).
- 6.60. The proposed housing will be low rise comprising 2.5 and 3 storey homes, with some 3-4 storey buildings located in key locations, including adjacent to Jackson's Community Park with the proposed community hub building. This creates key landmark buildings throughout the Site to break up the street rhythm and provide vistas.
- 6.61. The canal edge is a key frontage and so building heights are increased along the canal edge to provide a strong frontage. Variety in building lines, articulation and the roofscape has been carefully considered in order to provide visual interest and distinction, to avoid blanket heights and a wall of built form.
- 6.62. The intention throughout the masterplan has been to create a high-quality residential neighbourhood with private gardens and areas of public realm animating the streetscape, creating activity and providing passive surveillance.
- 6.63. The layout seeks to create a series of character areas which relate and interact with the Site's boundaries. The proposed layout creates improvements to the urban design of the Rochdale Canal frontage, whilst generating new pedestrian and cycle routes through the Site, and creating enhanced connectivity between the Rochdale Canal and the existing residential development to the south.
- 6.64. A primary route is proposed east-west across the Site and secondary connections, including, pedestrian priority links south to north, from Hallam Road to the Rochdale Canal, run through the Site.
- 6.65. Frontages across the masterplan are oriented towards streets, key connections, the canal and green spaces, to activate the public realm.
- 6.66. Through the design development, the layout and scale of the masterplan has been tested and refined so that the Proposed Development provides an optimum, viable design solution, whilst providing a high quality addition to Manchester's built environment.
- 6.67. The Site is currently not fully utilised in its current form. It does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging context.
- 6.68. The scheme has been designed to significantly enhance the neighbourhood and wider area. Place-making has been improved via the addition of a new public realm and landscaped areas, including a new public park. The Proposed Development will enhance connectivity and permeability across the Site and create an active frontage to the Rochdale Canal. The Proposed Development will generate vitality and animation on a previously under-utilised Site, which has been subject to anti-social behaviour and illegal activities. In its current condition the Site provides a negative contribution to visual amenity and so the Proposed Development will seek to address this through the delivery of a high quality scheme that suitably responds to the surrounding environment and built context.

- 6.69. Furthermore, the Proposed Development will improve safety and security, with the final design proposals also having been informed by consultation with GMP. The redevelopment of the Site will strengthen local streetscape quality thereby enhancing local character and sense of place.
- 6.70. The Proposed Development is considered to be compliant with Core Strategy Policies DM1, CC9, EN1 through the delivery of a scheme which is of an appropriate scale and massing, whilst delivering a legible layout that enhances pedestrian and cycle connectivity across the Site,
- 6.71. Overall, taking into account the Proposed Developments' layout, scale and massing, the scheme is considered to be compliant with the relevant policies of the Development Plan and National Planning Policy, including Core Strategy Policy DM1 which notes that schemes should have regard for the surrounding area.

Appearance and Materiality

- 6.72. Chapter 12 of the Design and Access Statement prepared by Barton Willmore set out details of the proposed materiality of Phase 1 of the Proposed Development. In addition, a number of CGI views have been submitted as standalone documents as part of this Application, how show in detail how the appearance and materiality of Phase 1 responds to the wider surrounding context.
- 6.73. A palette of high quality materials are used to articulate the volume surfaces and to emphasise orientation, scale, massing and context.
- 6.74. A traditional red brick has been selected across parts of the scheme to ensure the scheme fits within the existing wider context. It has been proposed that not one single colour of brick will be used across the Site in order to provide variation and character throughout the Site and so a wider blend of bricks have been introduced to give a more contemporary, varied materials palette.
- 6.75. In other parts of Phase 1 of the Proposed Development, buff, white and grey bricks are proposed. Detailing of the brick elevations has been employed, including the incorporation of protruding bricks, to provide texture, depth and articulation along street facing elevations.
- 6.76. A mixture of saw toothed gables, contemporary dormer windows and clipped eaves are proposed across the Site, which also creates visual interest and variety in the townscape and roofscape. Generous window proportions are proposed to maximise available daylighting to properties, and full brick depth reveals are proposed on street facing windows.
- 6.77. Juliet balconies are also proposed on elevations overlooking the canal, which add articulation to the façade of the buildings. The scheme has been designed to significantly enhance the neighbourhood and wider area. Place-making has been improved via the addition of a new public realm and landscaped areas, including a new public park. The Proposed Development will enhance connectivity and permeability across the Site and create an active frontage to the Rochdale Canal. The Proposed Development will generate vitality and animation on a previously under-utilised Site, which has been subject to anti-social behaviour and illegal activities. In its current condition the Site provides a negative contribution to visual amenity and so the Proposed Development will seek to address this through the delivery of a high quality scheme that suitably responds to the surrounding environment and built context.
- 6.78. Furthermore, the Proposed Development will improve safety and security, with the final design proposals also having been informed by consultation with GMP. The redevelopment of the Site will strengthen local streetscape quality thereby enhancing local character and sense of place.
- 6.79. The Proposed Development is considered to be in accordance with Core Strategy Policies CC9 and DM1 in that the proposed appearance and materiality is of a high standard, whilst referencing the materiality of the surrounding area.

Accessible and Inclusive Design

- 6.80. The detailed design for Phase 1 has been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation.
- 6.81. 43% of the dwellings have been designed to be accessible and adaptable, in accordance with Building Regulations Part M4(2). Spaces within these dwellings will be designed to enable minimum turning circles to be accommodated and minimum clearances beyond fixed furniture such as beds. Bathroom walls will be capable of taking adaptations such as handrails.
- 6.82. A total of 17 accessible car parking spaces are provided within Phase 1 of the Proposed Development, which equates to 10% provision of the proposed unallocated car parking spaces (apartment car parking and visitor car parking).
- 6.83. The design team has sought to develop the detailed design of the scheme, to comply with DFA2 standards where possible, whilst meeting the client brief. Future Reserved Matters proposals for the subsequent outline residential phase will accord with the same design principles established in Phase 1 of the Proposed Development.

Townscape

- 6.84. *Core Strategy Policy DM1* states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail. In addition Policy DM1 states that regard should be given to the "impact on the surrounding area in terms of the design, scale and appearance of the Proposed Development" and "development should have regard to the surrounding area".
- 6.85. *Core Strategy Policy EN1 Design Principles and Strategic Character Areas* states that all development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.

Applicant's Response

- 6.86. Section 3 of the Design and Access Statement prepared by Planit-ie sets out the townscape character of the surrounding area, including details of the townscape analysis and the local development context.
- 6.87. The impact of the proposals on the surrounding townscape views has been fully assessed as part of this Application. A number of key views, prepared by Planit-ie, have been identified and presented with a consideration of the impact of the Proposed Development through the presentation of baseline photography alongside verified views with the development superimposed. For further details please also refer to Chapter 6 (Townscape and Visual Impact) of the Environmental Statement Volume 1, prepared by Planit-ie.
- 6.88. A number of key views, prepared by Planit-ie, have been identified and presented with a consideration of the impact of the Proposed Development through the presentation of baseline photography alongside verified views with the development superimposed.
- 6.89. As part of the design development process the following measures have been embedded into the final design to enhance the townscape and visual amenity of the Site, including:
- Terraced houses, characteristic of the local area front on to Ten Acres Lane, creating an attractive, safe and active arrival space.
 - Homes are oriented to enjoy good views over the canal.
 - A variety of typologies allow variation and interest in the built form and roofscape along the canal.
 - Apartments are set back from the canal edge allowing for a landscape buffer of planting.

- Mews streets and parking courts are located to the rear of the canal-side to encourage a safe and attractive environment for pedestrians and cyclists.
- Larger terraced town houses overlook the canal, with front doors and living rooms fronting onto the canal to create a safe and welcoming environment.
- Town-houses face the key bridge connection, creating a welcoming edge to the space and improving safety.
- Tree and shrub planting will create a landscape buffer along the edge of the development, helping to screen and soften buildings, and creating a clear distinction between public and private spaces.
- Front gardens and shared green spaces will be planted along the canal edge to create habitats and encourage biodiversity, to support the canal's role as a nature corridor.
- Landscape design along the canal edge seeks to retain the natural character of this important movement and nature corridor, creating an attractive and vibrant place to move through or dwell. Jackson's Community Park is located at the centre of the Site, serving as a community focus and heart to the new neighbourhood and wider community.

6.90. The townscape and visual impact assessment (TVIA) undertaken by Planit-ie concludes the following:

- Given the poor quality and under-utilised nature of the Site no significant effects with regards to townscape are anticipated during the construction phase of the Proposed Development.
- There are predicted to be significant beneficial effects on townscape character, urban grain, land use building heights, movement and linkages and site character during the operational phase.
- There are predicted to be significant adverse effects on three views following the completion of the Proposed Development. This is due to the loss of trees along the canal which are considered to form a key in defining the character of the views. However, it is acknowledged that the trees along the canal have been removed as part of the approved remediation works.

6.91. It is considered that the Proposed Development will enhance townscape and will deliver significant public benefits, including the addition of a new public park and a new secondary school. The Proposed Development is therefore considered to be in accordance with Core Strategy Policy DM1 and Policy EN1.

6.92. For further details on the townscape and visual impact assessment please refer to Chapter 6 of the Environmental Statement Volume 1, prepared by Planit-ie.

Sustainable Design and Construction

6.93. Paragraph 153 of the NPPF (2021) states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

6.94. In respect of climate change, Paragraph 152 of the NPPF (2021) advises that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

6.95. Paragraph 153 also states that policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

6.96. Further to this, Paragraph 154 states that new developments should be planned in ways that:

- Avoid increased vulnerability to the range of impacts arising from climate change;
- Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

6.97. Paragraph 155 of the NPPF goes on to state that to help increase the use and supply of renewable and low carbon energy and heat, plans should:

- Provide a positive strategy for energy from these resources, that maximises the potential for sustainable development, while ensuring that adverse impacts are addressed satisfactorily;
- Consider identifying suitable areas for renewable and low carbon energy resources, and supporting infrastructure;
- Identify opportunities for development for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

6.98. The NPPG sets out guidance on climate change and it states:

"effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development."

6.99. *Core Strategy Policy EN4* encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:

- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
- To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

6.100. *Core Strategy Policy EN6* seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:

- A CHP/district heating anchor or connection, or where not feasible.
- A 15% increase on Part L 2010.

6.101. *Policy EN8 Adaptation to Climate Change* of the *Core Strategy* sets out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

6.102. The 2013 edition of *Approved Document L1A: Conservation of fuel and power in new dwellings* gives guidance for compliance with Building Regulations for building work carried out in England.

6.103. The supplementary planning document, *Guide to Development in Manchester (2007)* also details the environmental standards developments in Manchester are expected to achieve, including energy efficiency, renewable energy, and environmental design.

6.104. *Draft Policy JP-S 2 Carbon and Energy* of the *Places for Everyone JDP (Publication /Submission Plan)* reinforces the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions which will also be support through a range of measures, including an expectation that new development that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations.

Applicant's Response

Sustainability Measures

- 6.105. An Environmental Standards Statement (ESS) has been prepared by SLR and an Energy Strategy has been prepared by ECS. These documents set out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design.

Energy Strategy

- 6.106. The Proposed Development has been designed on the basis that it will seek to achieve the following overall targets:
- Being designed and specified in accordance with the principles of the energy hierarchy, “Be Lean, Be Clean and Be Green”
 - In accordance with both national and local planning policy, a fabric first approach shall be taken in reducing energy demand / consumption. With regards to the proposed residential development (Phase 1), the measures detailed below have been implemented to make the Phase 1 proposals more ‘lean’ and efficient. The following measures will also be considered during the detailed design process, in support of a future Reserved Matters application for the outline residential phase:
 - Improved fabric insulation to minimise heat loss and gain;
 - Use of daylight to reduce lighting loads where possible;
 - Low energy lighting using LED lighting throughout, to minimise energy demand;
 - Efficient heating systems (e.g. air source heat pumps) to reduce energy demand; and
 - Natural Ventilation and incorporation of efficient ventilation systems.
 - The Proposed Development will benefit from a high specification building fabric with U Values which improve on current Part L1A 2016 values. This will ensure energy demand is reduced.
 - Details of the potential renewable technologies are provided in the Energy Strategy (prepared by ECS) which includes a feasibility study of a variety of potential renewable technologies to be considered. It is proposed that the incorporation of air sourced heat pumps for standalone dwellings, ground sourced heat pumps for apartments, as well as rooftop photovoltaics (PV) have all been deemed as suitable technologies.
- 6.107. The Proposed Development will comply with a target of 15% reduction on Part L 2010 (representing a 9% increase on Part L 2016). All residential dwellings within Phase 1 of the Proposed Development will meet the 9% increase on Part L 2016; within Phase 1 all houses will deliver a 13.8% improvement or higher and apartments will deliver a 46% improvement on Part L (2016). SAP 10 calculations have been undertaken, which reflect the current status of the UK’s decarbonised grid, for further details please refer to Section 5 and Appendix A of the Energy Report, prepared by ECS.
- 6.108. For further information please refer to the Energy Strategy (prepared by ECS), and the Sustainability Statement and Environmental Standards Statement (prepared by SLR), both submitted in support of this Application.

Energy Efficiency and Carbon Reduction

Renewable Energy

- 6.109. Details of the proposed renewable technologies for Phase 1 of the Proposed Development are provided in the Energy Strategy (prepared by ECS) which includes a feasibility study of a variety of potential renewable technologies to be considered. It is proposed that the incorporation of air sourced heat pumps for standalone dwellings, ground sourced heat pumps for apartments, as well as rooftop photovoltaics (PV) have all been deemed as suitable technologies.
- 6.110. The inclusion of renewable technologies for the outline phases of the Proposed Development will be considered in further detail as part of future Reserved Matters Applications. It is expected that the

further outline residential phase of development will follow the same principles and targets established within Phase 1.

Building Fabric and Thermal Performance

- 6.111. A fabric first approach has been taken, in line with the Core Strategy's approach of 'be lean'. Improved fabric insulation is provided throughout the buildings' envelope (ensuring low U-values for all heat loss elements) and thermally efficient windows and doors will minimise heat loss through the main building elements.
- 6.112. The proposed material choices have been integrated into the initial design of the buildings, and will also be considered as part of future reserved matters application for the outline phases. Consideration has and will be given to the following:
- embodied energy - the amount of energy required to produce the material;
 - durability - its ability for a long life;
 - potential for material reuse or recycling if the building is taken down;
 - sourcing - materials available locally should be chosen over those imported over long distances; and
 - renewable materials should be sought from sustainable sources wherever possible.
- 6.113. It is proposed that the materials specification will be designed with Life Cycle Impacts in mind, with high performing materials preferentially selected.
- 6.114. The design of the residential apartment blocks proposed within Phase 1 will seek to include measures to protect vulnerable parts of the building. Examples of such features will be specified during future design stages of the internal design
- 6.115. In addition, materials in exposed elements of the building will be specified to be resilient to the effects of environmental degradation, and to be practical to maintain and replace as required. Designing robust and durable buildings reduces the requirement for repairs and replacement, and consequently lowers embodied energy and associated indirect environmental impacts.
- 6.116. Passive design principles have been adopted to control overheating, including allowing for effective natural ventilation throughout habitable rooms within the dwellings.
- 6.117. The potential risk of overheating occurring, due to the acoustic design measures required, to achieve internal noise guideline levels, has been assessed in accordance with AVO guidance. The Stage 1 assessment has indicated that majority of the proposed dwellings in Phase 1 of the Proposed Development will experience a Negligible to Low risk of overheating.

Ventilation

- 6.118. A Ventilation Strategy Report has been prepared by ECS. The Ventilation Strategy Statement only includes the strategy for Phase 1 and the residential element of Phase 2. The Ventilation Strategy ensure Part F of the Building Regulations are met.
- 6.119. The Ventilation Strategy outlines the following:
- The ventilation within all dwellings and apartments will comprise of a multi vent to supply and extract fan complete with heat recovery and trickle and boost capability (MVHR). This will utilise flat pack ducting with side wall air bricks, and is subject to final design to suit applicable regulations.
 - The colour of the air bricks will be co-ordinated with the Architect so that they are the same colour as the building fabric.

- The kitchen canopies will comprise of re-circulation canopies and therefore do not require ducting to discharge externally.
 - This system preheats supply air thus reducing energy demand. The system also has summer bypass dampers so reducing heat build-up within the dwelling during summer.
 - The apartments and dwellings will also be complete with opening windows to comply with Approved Document Part F.
 - The landlord's areas within the apartment building will be naturally ventilated as doors are opened and closed as people go to and from their apartments.
 - It is proposed for the Community Hub to be ventilated by heat recovery mechanical ventilation complete with summer bypass dampers. The location of penetrations and colour of louvres will be determined with the Architect to ensure they are the same colour as the building fabric.
 - This system supplies and extracts air from the building. The system preheats supply air thus reducing energy demand. The system also has summer bypass dampers so reducing heat build-up within the Community Hub during summer months.
- 6.120. The ventilation strategy for the proposed school to be delivered as part of Phase 2 will be developed as part of the detailed design process, in support of a future Reserved Matters application. It should be noted that the school buildings ventilation strategy will comply with the Department for Education Document, Building Bulletin 101 - this document relates to air quality and associated ventilation requirements.
- 6.121. The ventilation strategy summarised above suitably responds to Core Strategy policies, including *Core Strategy Policy DM1 Development Management* which sets out that all development should have regard to effects on amenity.
- 6.122. Please refer to the Ventilation Report prepared by ECS for further information.

Other Sustainability Measures and Climate Change

- 6.123. A range of additional sustainability measures have been incorporated where applicable into the detailed design of Phase 1, including those detailed below:
- Internal water management will be achieved through appropriate monitoring systems will be put in place to monitor water use and detect leaks, where appropriate, and all homes will be fitted with smart meter
 - The planting provision will be designed to provide an enhancement to the aesthetic value of a brownfield site, and planting will be selected to enhance the biodiversity and ecological value of the Site.
 - The location of the Proposed Development will support the use of sustainable forms of transport and promote active travel. The development will be provided 100% cycle storage provision for residents and passive and active electric vehicle charging will be delivered to facilitate increasing, widespread transition to electric car usage.
 - All external light fittings will be appropriately directional, and cowled if required, to minimise light spill outside the targeted area, thus minimising light pollution.
- 6.124. Taking this into account, the Proposed Development can be considered to be compliant with Paragraph 131 of the NPPF which states that design of developments should promote high levels of sustainability.
- 6.125. It is considered that the Proposed Development supports Manchester City Council's aspirations on Climate Change and, specifically, the Council's Climate Change Framework 2020-2025 in a number of ways, including:

- Construction environmental impacts will be monitored and minimised through contractor compliance with a Construction Environmental Management Plan.
 - Implementation of a sustainable procurement plan to ensure key materials are as responsibly sourced as possible.
 - The incorporation of air sourced heat pumps for standalone dwellings, ground sourced heat pumps for apartments, as well as rooftop photovoltaics (PV) have all been deemed as suitable technologies.
 - The proposed energy strategy will provide a number of benefits in terms of energy efficiency and deliverability.
 - The Proposed Development is located in a highly sustainable location to the east of Manchester City Centre, and is well connected to various destinations including Newton Heath District Centre.
 - Secure cycle parking provision is provided for residents, and EV charging infrastructure (100% passive for standalone residential units and 20% active provision for allocated parking for the apartments/flats, with remaining passive provision).
 - Improvements to cycle and pedestrian connectivity, the new public realm including the addition of the community park, will improve permeability and connectivity through the area
 - The creation of a new school as part of the Proposed Development will serve the local area and potentially reduce trips by local parents to schools further afield.
 - A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site.
- 6.126. For further details please refer to the Climate Emergency Response included at **Appendix 2** of this Statement.
- 6.127. To conclude, the Proposed Development seeks to deliver an energy efficient, sustainable scheme and provide a quality development that accords with guidance provided within the Council's local development plan.
- 6.128. For further details please refer to the Sustainability Statement and Environmental Standards Statement, prepared by SLR.

Sustainable Construction

- 6.129. Construction site management procedures will minimise adverse impacts on the environment and control pollution generated during the construction phase. These include a waste management strategy to reduce the quantity of waste generated and to increase the re-use and recycling of materials.
- 6.130. Waste arising during construction and occupation/operation will be minimised. A site waste management plan will be adopted during construction and the provision of suitable waste facilities will allow the storage and segregation of operational recyclable waste.
- 6.131. The management of all waste and recycling off site will be undertaken by a suitably qualified contractor who specialise in reprocessing and recovery of construction and demolition waste. A range of national and regional waste and resource management companies are available.
- 6.132. Where possible the reprocessing and recovery of construction waste produced on Site will be undertaken.
- 6.133. For further details please refer to the Sustainability and Environmental Standards Statement, prepared by SLR, and Chapter 5 (Construction Management and Phasing)
- 6.134. For further details on sustainability, climate change and energy please refer to the Energy Strategy prepared by ECS and the Sustainability Statement and ESS prepared by SLR. In addition please see **Appendix 2** for Climate Emergency Response, prepared by Deloitte.

Archaeology

6.135. Chapter 16 of the NPPF (2021) states that:

"Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation." (paragraph 194)

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

Applicant's Response

6.137. An Archaeological Desktop Report was prepared by ARUP as part of the previous 2014 planning application on the Site. Pre-application discussions have taken place with Greater Manchester Archaeological Advisory Service (GMAAS) which are still ongoing. With regards to the scope of the previous report and requirements for any further investigation works and recommendations.

6.138. The Report appraises the likely impact of development on below ground archaeological assets – please refer to the Desktop Report for further details.

Ecology and Biodiversity

6.139. Chapter 15 of the NPPF (2021) relates to conserving and enhancing the natural environment. In particular it states that,

"Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures" (paragraph 174(d)).

6.140. Core Strategy Policy EN15 Biodiversity and Geological Conservation outlines that the Council will seek to maintain and enhance Sites of ecological value throughout the City. Particular consideration should be given to Sites with international or national designations for their biodiversity value, and other Sites of biological value. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including European, national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.

6.141. Core Strategy Policy EN9 Green Infrastructure highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting, whilst also recognising the continued network of green spaces, water bodies, canals, paths and cycleways as a key feature of Manchester's green infrastructure.

6.142. Core Strategy Policy EN17 Water Quality states that development should avoid any adverse impact on water quality, including minimising groundwater contamination and to avoid pollutants reaching the watercourse.

6.143. Manchester's Green and Blue Infrastructure Strategy (2015) has the overall vision of:

"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..."

6.144. The Green and Blue Infrastructure Strategy also sets out a number of objectives 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.

6.145. The *Places for Everyone JDP (Publication Plan)* is yet to be adopted, however it is at an advanced stage. Policies in the Submission Plan Draft (2021) that are considered relevant are set out below:

- *Draft Policy GM-G 2- Green Infrastructure Network*: the green infrastructure network will be designed, managed, protected, and enhanced to help deliver benefits which involve enhancing biodiversity, by expanding, improving, and connecting habitats.
- *Draft Policy GM-G 7- Trees and Woodland*: in making planning decisions, Greater Manchester's authorities will work to deliver the aims and objective of the GM Tree and Woodland Strategy, by encouraging habitat diversity through conserving and managing existing woodland, as well as targeting tree-planting at the areas of greatest need where the GI benefits can be maximised, whilst avoiding the loss or harm to other priority habitats.
- *Draft Policy GM-G 8 – Standards for a Greener Greater Manchester*: The GMSF indicates Standards for a Greener Greater Manchester including access to greenspace
- *Draft Policy GM-G 9 – A Net Enhancement of Biodiversity and Geodiversity*: The policy considers the requirement for Net Enhancement of Biodiversity and Geodiversity through following the mitigation hierarchy of avoiding harm, mitigating locally or otherwise compensating for loss.

Applicant's Response

6.146. Ecology has been scoped into the Environmental Impact Assessment undertaken in support of this Application (ES Volume 1 Chapter 12 – prepared by Wardell Armstrong). The ecology assessment examines the impacts of the Proposed Development on ecology receptors.

6.147. The ecology assessment concludes the following:

- Subject to the mitigation measures (detailed within ES Chapter 12) being implemented, no significant residual adverse effects are anticipated to Rochdale Canal SAC/SSSI and the non-designated section of the Canal which abuts the Site.
- Additionally, subject to the mitigation measures detailed within ES Chapter 12 for bats, no significant residual adverse effects are anticipated during the construction phase. The increase of vegetated habitats on Site, particularly adjacent to the Rochdale Canal, and consequently increase of foraging and commuting habitats for bats is expected to result in a residual positive impact at a Site level.
- Similarly, no significant residual adverse effects are anticipated for breeding birds should the mitigation measures be followed during construction. The increase in vegetated habitats on site will also result in a residual positive impact for breeding birds at a Site level.

6.148. As part of the ecology assessment and a biodiversity net gain (BNG) assessment has been undertaken by Wardell Armstrong in support of this Application.

6.149. The BNG assessment has been undertaken by Wardell Armstrong in support of this Application. The assessment has been undertaken to consider the Site prior to implementation of the site clearance works, prior to the approved remediation, and a second assessment has been undertaken to reflect the Site in its existing situation, post site clearance, and taking account of the broader approved remediation works. This dual-approach has therefore suitably accounted for that the Site's highly contaminated nature due to its former use as a waste tip and brickworks, which prior to remediation presents a risk to

human health. An application for full planning permission to facilitate remediation works on the Site was approved by MCC on 28 October 2021, under planning application reference: 129197/FO/2021 in order to address the extensive contamination issued in advance of any redevelopment. Following the consent of the remediation works the Applicant has since begun tree removal which is expected to complete by the end of May 2022.

6.150. It should be noted that the Site has been identified for regeneration for over 25 years, and whilst the Site has a history of residential applications, no redevelopment has been delivered on Site with all previous applications disbanded. As such the Applicant's commitment to remediate and redevelop the Site represents a key move in delivering environmental and social benefits including:

- The remediation of a heavily contaminated site which has been left vacant for several decades.
- Making the Site secure and safer, including addressing the current threat to human health that the Site currently presents, given its highly contaminated nature.
- Prevent problems with anti-social behaviour and fly-tipping which the Site has previously attracted.
- Removal of invasive species identified on the Site, including Japanese Knotweed
- Provides the significant financial contribution required to remediate the Site, reflecting the Applicant's commitment to redeveloping the Site.
- The provision of significant elements of landscaped space and public realm on a remediated Site, which will enhance connectivity, permeability across the Site and improve the aesthetic value of the Site.
- In doing this the Proposed Development will also generate activity and natural surveillance which will address anti-social behaviour and illegal activities which have taken place on the Site, due to the Site's large size and historic unused, overgrown nature.

6.151. Overall, the Proposed Development will generate a positive impact on the amenity value of the surrounding area, whilst delivering biodiversity and ecological enhancements, in compliance with Core Strategy Policy EN15.

6.152. It should be noted that a full range of investigations were also undertaken across the Site in support of the remediation planning permission (ref: 129197/FO/2021), including an Ecological Assessment, Tree Assessment and Arboricultural Impact Assessment.

6.153. For further details please refer to Chapter 12 (Ecology) and Chapter 10 (Ground Conditions) of the Environmental Statement (Volume 1) and supporting appendices (Environmental Statement Volume 2), prepared by Wardell Armstrong, the Green and Blue Infrastructure Statement, prepared by Deloitte (included at Appendix 3 of this Statement).

Air Quality

6.154. The NPPG states that action to manage and improve air quality is largely driven by EU legislation, in particular the 2008 Ambient Air Quality Directive that sets legally binding limits for concentration in outdoor air of major air pollutants that impact public health.

6.155. The NPPG continues by highlighting that whether or not air quality is relevant to a planning decision depends on the Proposed Development and its location. When deciding whether air quality is relevant considerations could include whether the development would:

- Significantly affect traffic in the immediate vicinity of the Proposed Development Site or further afield;
- Introduce a new point sources of air pollution;
- Expose people to existing sources of air pollutants;

- Give rise to potentially unacceptable impact during construction for nearby sensitive locations; and
- Affect biodiversity.

- 6.156. *Core Strategy Policy EN16 Air Quality* states that “the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.”
- 6.157. Paragraph 12.81 continues, “other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.”
- 6.158. Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself, including Combined Heat and Power and biomass plant.
- 6.159. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Applicant’s Response

- 6.160. An air quality assessment has been undertaken by Wardell Armstrong as part of the EIA (ES Volume 1 Chapter 8). The Air Quality assessment demonstrates that the construction phase of the Proposed Development would result in ‘not significant’ effects on dust soiling and human health, assuming that site-specific mitigation measures are put in place, in accordance with relevant guidance. The final design solutions will be developed with the input of the contractor to maximise construction efficiencies, to use modern construction techniques and sustainable materials and to incorporate the particular skills and experience offered by the appointed contractor.
- 6.161. The assessment has demonstrated that the operational phase of the Proposed Development would result in ‘not significant’ effects, in accordance with relevant guidance. As a result, no mitigation measures are required, however, specific measures proposed as part of the hybrid application to futureproof the Proposed Development will help to mitigate air quality impacts. These mitigation measures include the planned access and highway improvements (which will reduce congestion generated by the Proposed Development), as well as the provision of electric vehicle charging infrastructure and cycle parking at the proposed dwellings. Further mitigation measures to reduce pollution from the buildings within the Proposed Development may include installing low NOx boilers at the proposed dwellings. On this basis the Proposed Development is considered to comply with Core Strategy Policy EN16, with measures being taken to minimise and mitigate the local impact of emissions from traffic generated by the scheme.
- 6.162. For further details please refer to Chapter 8 (Air Quality) of the Environmental Statement (Volume 1) and supporting appendices (Environmental Statement Volume 2), prepared by Wardell Armstrong.

Ground Conditions

- 6.163. *Core Strategy Policy EN18 Contaminated Land and Ground Stability* sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 6.164. Paragraph 183 of the NPPF (2021) requires that planning policies and decisions should ensure that Sites are suitable for any proposed use by taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses.

Applicant's Response

- 6.165. Wardell Armstrong have carried out a Phase 1 Preliminary Risk Assessment and Phase 2 Ground Investigation Report. Ground conditions has been scoped into the Environmental Impact Assessment undertaken in support of this Application (ES Volume 1 Chapter 10 – prepared by Wardell Armstrong). This provides an assessment of the significance of potential effects upon key receptors including human health, controlled waters and buildings/ infrastructure.
- 6.166. Contamination is present at the Site principally associated with the Site's historic uses as a landfill and a brickworks, however the assessment undertaken in support of this Application has considered the above in the context of the remediation works approved under planning permission 129197/FO/2021.
- 6.167. The Site is an area of derelict and densely vegetated land that has been subject to fly tipping. Historically, the site operated as a brickworks with two large clay extraction pits, which culminated into two large excavations that occupied approximately 85% of the site. From the late 1940's onwards the clay extraction pits are indicated to have been used for landfilling.
- 6.168. Made Ground is present at the Site to depths of between 0.3m and 14.8m below ground level (bgl) and is underlain by Glacial Till (clay to sandy clay with common pebbles, cobbles and boulders) to depths of between 15.0m and 40m bgl, which is in turn underlain by solid geology of the Collyhurst Sandstone Formation and to a lesser extent the Chester Formation (sandstone) and Manchester Marls Formation (mudstone).
- 6.169. Shallow perched groundwaters are present at the Site within the former landfill areas with deeper groundwaters being encountered within the underlying natural superficial deposits and bedrock. Continuity between the various groundwaters at the Site is considered unlikely.
- 6.170. In summary, the Site in its state prior to the approved remediation works presents a hazard to human level, due to levels of ground contamination relating to its previous uses as a brickworks and waste tip. As such this approved remediation works seek to rectify the identified contamination issues in advance of the Proposed Development commencing. The completion of the remediation works will result in an improved Site condition which is no longer a threat to human health and will the Site to be suitable for residential use in the future.
- 6.171. The geo-technical assessment set out in Chapter 10 of the Environmental Statement Volume 1 sets out a number of likely construction mitigation measures, relating to Phase 1 and Phase 2 of the Proposed Development and further mitigation measures envisaged to reduce the impact of the Proposed Development on unstable ground.
- 6.172. Chapter 10 (Ground Conditions) of the Environmental Statement concludes that, following the implementation of the outline mitigation measures the potential impacts have been identified as moderate – minor or negligible significance. However, this is considered to be the worst-case scenario, and it is likely that control measures during construction will avoid any accidents and incidents occurring and that following development of the Site there will be a betterment to the current baseline conditions.
- 6.173. The proposed masterplan layout has been informed by the Site's constraints, with the proposed location of the school playing fields accounting for the most problematic Made Ground identified. The school in its proposed location allows for the school playing fields to be located over the area where the deepest, most problematic Made Ground was identified as being present.
- The alternative option would be to locate houses where the playing fields and school are proposed, however this would require deeper piling and the issues surrounding settlement would be more severe for externals than a playing field, and so more mitigation would need to be put in place.

- This would result in significant extra costs given the engineering works involved. The proposed layout therefore presents a more cost effective option that also results in less carbon emissions than if homes were in this location (due to the requirement for less engineering works of the ground).
- 6.174. For further details please refer to Chapter 10 (Ground Conditions) of the Environmental Statement (Volume 1) and supporting appendices (Environmental Statement Volume 2), prepared by Wardell Armstrong and accompanying appendices (Environmental Statement Volume 2 Appendices 10.1 – 10.8).

Flooding and Drainage

- 6.175. *Chapter 14 of the NPPF (2021)* provides policy guidance on climate change, flooding, and coastal change. Paragraph 159 explains the basic principle that inappropriate development in the areas at risk of flooding should be avoided. This is achieved through applying a Sequential and Exception Test as governed by Paragraphs 161-165. This provides the tests that must be met to allow development on land at risk of flooding and is explained in detail further within this section.
- 6.176. *Core Strategy Policy EN14 Flood Risk* outlines that development should be directed away from Sites at the greatest risk of flooding, and towards Sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA).
- 6.177. In addition to the requirements for Site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on Sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.
- 6.178. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.
- 6.179. *Core Strategy Policy EN17 Water Quality* sets out that following elements a development must consider in relation to water quality:
- Avoid any adverse impact on water quality, including during the construction phase.
 - Minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination.
 - If close to a watercourse the development should ensure waste and litter cannot enter the watercourse
- 6.180. *Draft Policy JP-S 5 Flood Risk and the Water Environment* of the *Places for Everyone JDP (Publication/ Submission Plan)* outlines that an integrated catchment based approach will be taken to managing flood risk in a number of ways, including:
- Locating and designing development so as to minimise the impacts of current and future flood risk;
 - Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible;
 - Conserving water and maximising water efficiency in new development;
 - Ensuring that sustainable drainage systems:
 - Are designed to provide multifunctional benefits wherever possible,

- Are delivered in a holistic and integrated manner, including on larger sites split into different phases;
- Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.

Applicant's Response

- 6.181. Water Resources and Drainage has also been scoped in to the Environmental Impact Assessment; Chapter 11 (Water Resources and Drainage) of the Environmental Statement Volume 1 has assessed the likely significant effects of the Proposed Development with respect to Hydrology, including the methods used to assess the effects; the baseline conditions currently existing at the Site and surrounding area; the mitigation measures required to prevent, reduce or offset any significant negative effects; and the likely residual effects after these measures have been adopted.
- 6.182. A Flood Risk Assessment and Drainage Strategy (Environmental Statement Volume 2 Appendix 11.1) has been prepared by AJP in support of this Application. The FRA has reviewed all sources of flood risk to both the Proposed Development and to existing adjacent properties.
- 6.183. The appropriate agencies have been consulted in producing the assessment, including United Utilities, the Environment Agency, the Canal & River Trust, the Lead Local Flood Authority (LLFA) and the Client.
- 6.184. The Assessment has considered the potential risk of flooding to the Site from all current and future sources of flooding, including fluvial, surface water, sewer, groundwater, tidal and artificial sources. The Environment Agency's Flood Map indicated that the Site is wholly located in Flood Zone 1 and therefore has a low risk of flooding from rivers or the sea. In addition, the Site is also considered to be at low risk of flooding from surface water flows and all other sources.
- 6.185. An intrusive site investigation has previously been completed and has led to the conclusion that infiltration is not feasible across the Site.

Surface Water Discharge / Drainage

- 6.186. The nearest river is the River Medlock, which is located approximately 600m south of the Site. Due to the distance through developed third-party land, discharging to the River Medlock has been deemed impractical.
- 6.187. The Rochdale Canal has also been considered as an option for the discharge of the surface water runoff from the Site. It is anticipated that the Site would require multiple new outfall connections into the canal. Discussions and agreement with the Canal & River Trust are ongoing regarding discharging the surface water runoff into the Rochdale Canal are ongoing.
- 6.188. Should discharge to the Rochdale Canal not be feasible, the only practical solution for the discharge of the surface water runoff from the Site would be to the nearby public sewers. As there are no nearby public surface water sewers, it is envisaged that the surface water runoff will discharge into the surrounding public combined water sewers.
- Due to the size of the Proposed Development, the large discharge rates and the level differences across the Site, it is envisaged that should discharge to the Rochdale Canal be not feasible, the surface water discharge will require numerous connections to the surrounding public sewer networks and as such, it is envisaged that the proposed surface water drainage would discharge at multiple locations into numerous public combined water sewers.
 - Discussions with United Utilities have been undertaken regarding the maximum surface water discharge rate from the Site and they have indicated that should discharge to the canal be not feasible the surface water runoff from the Site can discharge to the combined water public sewers at greenfield

runoff rates. Further discussions will be undertaken with United Utilities to identify further requirements.

- 6.189. In order to comply with the relevant MCC guidance the surface water discharge rates are to be restricted so that the peak runoff rate from the Proposed Development does not exceed the peak greenfield runoff rate for the same rainfall event.
- 6.190. An assessment of the existing surface water run-off from the greenfield site has been completed using the ICP SuDS method. Using the total site area of 19.18ha, the existing greenfield discharge rates have been generated.
- 6.191. It is envisaged that the proposed surface water drainage will collect the runoff from the proposed residential units, other buildings, car parking areas and access roads and convey the flow, along the proposed access roads, to the north of the Site where it will be restricted to the required discharge rates, prior to discharging into the Rochdale Canal to the north of the Site. Alternatively the runoff will flow to the numerous surrounding public sewer connection points, where it will be restricted to the required runoff rates prior to combining with the foul water runoff from the Site and then discharging into the surrounding public sewers.

SUDs

- 6.192. As a result of the significant areas of available public open space, it is envisaged that a combination of oversized pipes, detention basins, ponds, swales, permeable paving and rain gardens will be used to store the surcharged runoff. However, this is to be confirmed during the detailed drainage design.

Foul Water Drainage

- 6.193. It is anticipated that the proposed foul water drainage will collect the runoff from the proposed residential units and other buildings and also convey the flow, along the proposed access roads to each of the public sewer connection locations. Should discharging the surface water runoff into the canal not be feasible, it is envisaged that at each of these locations the foul water will combine with the restricted surface water runoff from the site prior to discharging into the surrounding public combined water sewers.
- 6.194. Discussions with United Utilities have also been undertaken regarding the foul water discharge from the Site and they have indicated that the foul water runoff from the Site can discharge to the combined water public sewers at unrestricted discharge rates.
- 6.195. The surface and foul water drainage strategies are subject to detailed drainage design and LLFA and United Utilities approvals. They are also subject to change, dependent upon the finalised layout and levels. The surface and foul water drainage proposals and discharge rates will be confirmed via detailed discussions with the Lead Local Flood Authority, United Utilities and Canal & River Trust prior to the commencement of any works.

Summary

- 6.196. The main significant effects at the Site revolve around dealing with surface water risk at the Site and the potential for silt laden runoff, spillages, leaks and pollutants during the construction stage and diffuse pollution contained in urban runoff during the operation phase from a water resource perspective. In addition, from a flood risk perspective, the significant effects include mud and debris blockages and temporary increases in impermeable areas during the construction phase and the increase in permanent impermeable area and increase in discharge to ground and blockages of drainage networks during the operational phase.
- 6.197. Mitigation includes completion of a CEMP which will include details of mitigation measures to prevent adverse impacts occurring to controlled waters and SuDS measures to mitigate the surface water risk which will develop as the design continues to develop. Generally, the Proposed Development is likely to

have a very low or low pollution risk and so the management train should normally have one or two treatment stages.

6.198. Chapter 11 of the Environmental Statement (Volume 1) concludes:

- Whilst the risk of flooding to the Proposed Development is low it should be acknowledged that there is potential for residual risks. At this Site the residual risk comes from the failure or blockage of drains and sewers or from burst water mains. These cannot be predicted. Prudent design will mitigate the potential impact these could have on the development. Enacting regular inspection and maintenance regimes and careful working practices should reduce the potential of failures of infrastructure.
- Designing in allowances for climate change provides extra capacity and so provides a level of future proofing in the drainage system for the potential changes to the climate over the design life of the development.

6.199. On this basis the Proposed Development is considered to comply with local and national planning policy and guidance in that it will not increase the risk of flooding at the Site or elsewhere.

6.200. For further details please refer to the Chapter 11 of the Environmental Statement Volume 1, and the Flood Risk Assessment and Drainage Strategy (Appendix 11.1 - Environmental Statement Volume 2).

Transport

6.201. Core Strategy Policy T1 Sustainable Transport sets out to deliver a sustainable, high quality, integrated transport system in order to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

6.202. Core Strategy Policy T2 accessible areas of opportunity and needs sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.

6.203. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

6.204. *Chapter 9 of the NPPF* focuses on promoting sustainable transport. *Paragraph 105 of the NPPF* (2021) states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and health.

6.205. One of the key elements of national and local planning policy is to ensure that safe and suitable access to a development can be achieved by all users. *Paragraph 112 of the NPPF* (2021) states that applications for development should:

- Give priority first to pedestrian and cycle movements;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Applicant's Response

- 6.206. Traffic and Transport has also been scoped into the Environmental Impact Assessment undertaken as part of this application (Chapter 7 Environmental Statement Volume 1, prepared by Vectos). A Transport Assessment included at Appendix 7.1 of Environmental Statement Volume 2 and a Framework Travel Plan and Accessibility Audit have also been prepared and submitted in support of this Application.
- 6.207. The Framework Travel Plan has been prepared by Vectos, for the residential element of the Proposed Development with the aim of increasing travel choices, reducing dependency on car use and promoting sustainable travel. The travel plan includes a site accessibility audit which comprises a review sustainable transport infrastructure including accessibility on foot, by cycle and by public transport. The Travel Plan's objectives and associated measures and details on the implementation, administration and monitoring of the Travel Plan.
- 6.208. The Proposed Development is well aligned with the local planning policies, being located in close proximity to a range of different facilities and sustainable transport links. The design and location selection of the development is such that encourages sustainable travel and links to existing networks.
- 6.209. Phase 1 of the Proposed Development will provide the following car parking and cycling provision:
- 497 residents' car parking spaces, equating to 1.3 spaces per dwelling.
 - 15 visitor car parking spaces,
 - Parking will be delivered through a combination of on-plot, off-plot (parking management company), and apartment parking courts
 - This parking provision will include 17 accessible spaces, which equates to 10% provision of the proposed unallocated car parking (apartment and visitor car parking).
- 6.210. It is intended that the proposed car parking strategy, and cycle storage (/parking) provision for the outline residential-led phase of development will follow the same principles established in Phase 1 of the Proposed Development.
- 6.211. The Proposed Development will provide 100% passive electric vehicle charging provision (ducting and cabling) for each standalone residential unit, with 20% of allocated parking for the apartments/flats having active provision (a charging station) and the remainder passive provision.
- 6.212. This level of provision and form of parking (off-plot, parking court, on-plot) is considered appropriate for the Proposed Development for the following principal reasons:
- The Applicant will be responsible for marking the areas throughout the Proposed Development where off-plot parking and parking courts are proposed. These areas will be managed by Your Housing Group, which based on experience ensures the successful maintenance of these areas, whereby the potential for loss of environmental quality and vandalism is mitigated.
 - Where parking courts and off-plot parking is proposed these are subject to natural surveillance, which will deter anti-social behaviour and criminal behaviour.
 - Whilst allocated parking spaces may be deemed problematic the Applicant is highly experienced in addressing conflict and dispute between residents and so will be responsible for ensuring that allocated places are not misused.
 - The use of parking courts and off-site car parking provision in various areas across the Site, including to the rear of townhouses fronting the canal (Phase 1), this has allowed for an enhanced street-scene and townscape through the incorporation of landscaping, including tree planting, in these areas. As part of the design development process an exercise has been undertaken to assess the option of on-plot parking; however, this options testing process indicated that the proposed parking courts and off-plot parking present the best option from a townscape and urban design perspective.

- 6.213. The Proposed Development will be highly accessible by sustainable and active travel modes, including by walking, cycling, bus, rail and tram, providing good linkage to jobs, shops, leisure and services by these non-car modes. Access into Manchester City Centre is excellent with very regular and convenient bus and tram services along with a dedicated footway and cycle route along the Rochdale Canal towpath.
- 6.214. The Greater Manchester Accessibility Level Map demonstrates that the site is considered highly accessible. Local facilities such as shops, surgery, schools, and local employment destinations are highly accessible within a leisurely walk/cycle from the Site. It is considered that such locational characteristics would assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes that are not the private car;
- 6.215. The masterplan layout of the Proposed Development has been designed to encourage walking/cycling use and connect to existing foot/cycle links, in particular the Rochdale Canal towpath, which will in turn enhance connectivity and permeability across the Site.
- 6.216. An appropriate exercise has been undertaken to establish the likely number of vehicular trips associated with the Proposed Development. The traffic forecasts for each of the proposed land uses have been undertaken, and these trips are distributed across the local highway network according to a standard methodology.
- 6.217. Due to the sustainable credentials of the Site, it is anticipated that a significant number of trips to/from the Site will be made via sustainable modes of transport. Nevertheless, it is calculated that up to 235 arrival and 380 departure vehicle trips would be generated during the AM peak hour. A further 207 arrivals and 121 departures would be generated in the PM peak. This is considered particularly robust as no consideration has been made for internalisation of trips between the school and residential units. In addition, the school has been assessed assuming no restrictions on student drop off, however, it is the intention that the school will serve a local catchment and will have a comprehensive Travel Plan that will discourage vehicular drop off.
- 6.218. Following concerns raised by local Ward Councillors a dedicated school drop off location has been incorporated into the final proposals. There has been ongoing dialogue with MCC officers on the matter, and the Proposed Development has been updated to reflect the inclusion of a drop off zone. A potential school drop off location has been identified to the north of the school site, adjacent central hub, however final details will be confirmed as part of a separate Reserved Matters application.
- 6.219. The proposed school is in a sustainable location in Manchester's regional centre and in close proximity to Newton Heath District Centre, located north east of the Site. As set out above, on this basis it is likely that the majority of pupils will be from the local area and so walking will be a popular means of accessing the school, reducing the use of any drop off locations and the number of trips.
- 6.220. It should be noted that as part of the design development process an exercise has been undertaken to inform and justify the proposed location of the school, including in response to local Ward Councillor comments on the potential to locate the school on Ten Acres Lane. The proposed location of the school is considered to be the most suitable, based on a number of factors including from a transport, highways and accessibility perspective. All other locations have been discounted.
- 6.221. If the school was proposed to be located on Ten Acres Lane, this would be problematic from a transport, highways and accessibility perspective:
- The school entrance would be close to Ten Acres Lane and the Site access junction. This would present a highway safety concern for students travelling to and from the school.
 - Vehicle movements and school drop off would encourage vehicular drop off on Ten Acres Lane, resulting in restriction in the ease of pedestrian movement across the road and increasing the likelihood of conflict. The resultant increase in vehicle movements by the school would also contradict MCC transport policy on reducing vehicle trips and carbon emissions.

- Any drop off taking place on the eastern side of Ten Acres Lane would be partially unsighted.
 - Vehicular movements at the school car park would be concentrated close to the access junction with Ten Acres Lane therefore reducing capacity.
- 6.222. The proposed location of the school within the Proposed Development accessible for pedestrians and cyclists, situated at a key node and intersection of walking and cycling points, therefore encourage sustainable and active modes of travel and reducing vehicle movements associated with the school. In addition the school is located to the south of the Site, easily accessible to the existing residential community to the south of the Site. The new key east-west connection through the Masterplan will also support permeability and accessibility to school from the west, towards Newton Heath District Centre.
- 6.223. The effects of the Proposed Development traffic have been assessed in relation to the key local junctions, and it is concluded that there will be no significant changes to the operation of these key local junctions.
- 6.224. An impact has been identified on the Ten Acres Lane / Briscoe Lane junction. The current format of the Briscoe Lane/Ten Acres Lane Junction currently operates within capacity and continues to do so with the addition of traffic associated with Phase 1 and the secondary school. The additional impact of the residential element of Phase 2 causes the junction to operate over capacity. Improvement works to be undertaken as part of the Proposed Development at the junction ensures that the junction would continue to operate with spare capacity following the full development of the Site. The Proposed Development access from Ten Acres Lane has been modelled and is demonstrated to operate well within capacity.
- 6.225. All dwellings will be serviced via the main access route which runs east-west through the Site, from the main access point into the Site on Ten Acres Lane. The surrounding residential streets will be serviced via the main access route, The Avenue. The operator and frequency of waste collections will be determined following discussions with Manchester City Council. For details on the refuse strategy please refer to Section 12 of the Design and Access Statement prepared by Barton Willmore.

Summary

- 6.226. The implications of the Proposed Development on traffic and transport is limited due to the following factors.
- The Site is located in a sustainable location within walking distance of local amenities and is in close proximity to existing sustainable transport provision.
 - The development improves access on foot by providing a permeability through the Site and direct access to the canal towpath.
 - Extensive cycle parking will be provided at a ratio 100% to the proposed residential units and 14 cycle parking spaces for visitors are proposed within the public realm of Phase 1.
- 6.227. The assessment has considered the implications of development during the construction and operational phases on the following issues:
- Severance
 - Driver delay
 - Public transport users
 - Pedestrian delay
 - Pedestrian/ cyclist amenity
 - Fear and intimidation
 - Accidents and road safety

- 6.228. During construction, the effects are temporary and will be mitigated by the implementation of a Construction Transport Management Plan. The assessment concluded that the environmental implications of construction traffic are negligible.
- 6.229. During the operation of the site the environmental implications are assessed as having a negligible impact. There are a wide range of mitigation measures which would be employed but the residual effects are considered to remain as a negligible impact.
- 6.230. The Proposed Development will deliver significant public realm and landscaped areas which will enhance the pedestrian and cycle infrastructure. This includes connectivity with the Rochdale Canal towpath which bounds the Site to the north, the delivery of high quality of pedestrian and cycle routes, increasing safety and security through natural surveillance and active frontages, and providing secure cycle storage for residents.
- 6.231. The Proposed Development does not adversely affect the operation of the highway or transport network and is considered compliant with Local Authority policies with regards to Transport and meets the criteria set out in national and local policy for sustainable development.
- 6.232. For further details please refer to Chapter 7 of the Environmental Statement Volume 1, Transport Assessment (Appendix 7.1 of Environmental Statement Volume 2) and the Framework Travel Plan and Accessibility Audit, prepared by Vectos and submitted in support of this Application.

Noise and Vibration

- 6.233. *Chapter 15 of the NPPF* states that planning policies and decisions should prevent both new and existing developments from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.
- 6.234. *UDP Policy DC26 Development and Noise* outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- (a) the effect of new development proposals which are likely to be generators of noise; and
 - (b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 6.235. In addition, *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity, including noise.

Applicant's Response

- 6.236. Noise and vibration has also been scoped into the Environmental Impact Assessment undertaken as part of this application (Chapter 8 Environmental Statement Volume 1, prepared by Wardell Armstrong). The associated noise monitoring results are submitted at Appendix 8.2 of Environmental Statement Volume 2.
- 6.237. The potential effects of the Proposed Development on the surrounding area and on nearby noise sensitive premises has been assessed. In summary, the noise and vibration assessment considers the following:
- The potential noise and vibration impact during the construction phase on existing and proposed noise sensitive receptors.
 - The potential noise impact of operational phase road traffic noise on existing sensitive receptors.

- The potential noise impact of existing and proposed sources of noise, during the operational phase on proposed sensitive receptors.
- 6.238. During the noise survey carried out on Site, it was determined that the acoustic environment on site was dominated by road traffic noise on the local road network, mainly Ten Acres Lane. Noise from the nearby Ten Acres Sports Centre was also assessed at proposed dwellings, but was found to not be likely to generate any significant adverse impacts. Industrial noise associated with the nearby T&A Textiles & Hosiery was assessed based on attended noise monitoring and observations. It was identified that the T&A Textiles & Hosiery is not operational during the night-time periods, and that the dominant noise source associated with the premises is vehicle movement during deliveries.
- 6.239. The noise assessment has also considered the operational phase noise impacts associated with the introduction of the proposed link road (east-west through route, The Avenue) . The proposed link road will join Ten Acres Lane and Mitchell Street, and will feed the Proposed Development, but will also provide a through road for non-development traffic to travel. The noise generated by vehicles, has been considered in terms of internal and external noise levels at proposed dwellings, as well as the increase to existing noise levels that may be experienced at nearby receptors.
- 6.240. The likely effects of noise and vibration on the Proposed Development was assessed during the operational and construction phases.
- 6.241. The construction phase assessment identified that with suitable operational methodologies, and CEMP methods in place, the nearby sensitive receptors should overall experience no significant effects (with brief and localised periods of moderate Adverse) in terms of both noise and vibration.
- 6.242. The operational phase assessment has identified that some facades of proposed dwellings, located closest to and facing the local road network and the proposed link road, may exceed internal noise guideline levels, when open windows are used to provide ventilation. However, the assessment has shown that with appropriate mitigation, in the form of standard thermal glazing and ventilation installed in some facades of some dwellings, all dwellings will achieve the internal guideline noise levels, while maintaining background ventilation levels.
- 6.243. The operational phase noise assessment has indicated that the Proposed Development, and increased levels of vehicle movements will generate a negligible impact at the existing sensitive receptors.
- 6.244. For further details please refer to Chapter 8 of the Environmental Statement Volume 1, prepared by Wardell Armstrong, alongside accompanying appendices included in Environmental Statement Volume 2.

Safety and Security

- 6.245. *Core Strategy Policy DM1 Development Management* outlines that all development should have regard to the specific issues including community safety and crime prevention.

Applicant's Response

- 6.246. The Proposed Development will generate vitality and animation on a previously under-utilised Site, which has been subject to anti-social behaviour and illegal activities. In its current condition the Site provides a negative contribution to visual amenity and so the Proposed Development will seek to address this through the delivery of a high quality scheme that suitably responds to the surrounding environment and built context.
- 6.247. A Crime Impact Statement ('CIS') prepared by Greater Manchester Police (GMP) Design for Security in support of this application.
- 6.248. The CIS outlines a number of positive attributes of the scheme, including:

- The mix and size of properties will offer a broader range of individuals and families the opportunity to live within the district of Newton Heath
 - A diverse residential population brings with it a likelihood of a level of activity around the development throughout the day, and a greater prospect of a more stable population as residents may be likely to remain.
 - Residents who remain long term are more likely to develop social ties within the area and with other long-term residents who then have more vested interest in the maintenance and security of the development. Developments with greater social cohesion and active management tend to be less prone to the effects of crime and disorder.
 - The Proposed Development will positively add to the regeneration of Newton Heath.
 - The proposed masterplan will see the development of a long-standing empty plot. The redevelopment of the Site will remove a site which provides no street level activity
 - The proposed building plots provide further ground floor activity in the form of residential uses and new public realm, leading to dedicated resident entrance reception spaces. In-turn these uses offer good levels of activity and natural surveillance of the adjacent streets.
 - Resident cycle storage areas are located in prominent locations
 - Resident amenity spaces provide opportunities for residents to meet and foster community relations within the development.
 - Where ground floor amenity spaces have been located, considerations appear to have been taken through the use of external facing materials, glazing, providing good levels of activity.
 - The urban design will provide a new road layout with properties having off-street parking in front of the house.
 - Each house will have garden space to the front and rear of the property.
 - Extensive landscaping of the public realm to the streetscape and green spaces will complement the proposed masterplan. A series of pedestrian routes will be implemented to encourage less reliance on vehicles.
 - The residential proposals incorporate a mix of dwelling house and apartment typologies.
 - The apartment entrance lobbies provide a good view of people entering apartment buildings,
 - There are clearly defined, entirely separate entrances into each of the different uses proposed, which reduces the opportunity for confusion and conflict, and reduces the opportunities for criminals.
 - The Canalside park and central landscaped play park (Jackson's Community Park) will be well overlooked by the proposed buildings and should benefit from legitimate activity and passive surveillance at all times of the day and night, promoting a greater sense of safety in the public realm.
 - The Proposed Development provides the opportunity to include security features built into the design and construction of buildings and avoid the need for obtrusive retrofitted security measures that can increase the fear of crime.
- 6.249. The CIS includes a number of measures that should be incorporated into the Proposed Development to achieve Secure by Design accreditation. These recommendations have been incorporated into the Proposed Development where appropriate and further consideration will be given to these at the detailed design stage to meet the policy requirements, and to achieve Secure by Design accreditation.
- 6.250. Overall, the Proposed Development will generate activity and natural surveillance which will address anti-social behaviour and illegal activities which have taken place on the Site, due to the Site's large size and historic unused, overgrown nature. Overall the Proposed Development will generate a positive impact on the amenity value of the surrounding area. On the basis of the above the Proposed Development is considered to comply with Core Strategy Policy DM1 with the scheme having regarded specific issues including community safety and crime prevention.

- 6.251. For further information please refer to the Crime Impact Statement prepared by GMP Design for Security and submitted in support of this Application.

Site Waste Management Strategy

Policy and Guidance

- 6.252. *Core Strategy Policy EN19 Waste* requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
- 6.253. MCC has prepared a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 6.254. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.

Applicant's Response

- 6.255. The Site Waste Management Strategy (Refuse Strategy contained within the DAS) has been prepared Barton Willmore, submitted with the Application, provides additional information on each of the above points whilst the pro-forma document contained at the rear of the guidance note is included as Appendix B of the Waste Management Strategy.
- 6.256. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.

Construction Management

Policy and Guidance

- 6.257. *Core Strategy Policy DM1* states that development should have regard to effects on amenity, including noise, air quality, road safety and traffic generation. *Policy SP1 Spatial Principles*, states that developments should minimise emissions.

Applicant's Response

- 6.258. The Construction Methodology and Programme Chapter of the Environmental Statement (Volume 1 – Chapter 5) has been prepared by Wardell Armstrong. The Chapter sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area and has informed the assessments within the ES technical chapters. It is therefore considered that the Proposed Development complies with Core Strategy Policy DM1 with regards to effects on amenity and Policy SP1 on minimising emissions.

Summary of Planning Policy Assessment

- 6.259. This section of the Planning Statement provides a summary of how the Proposed Development has been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an Environmental Impact Assessment and other technical reports. The

conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Summary and Conclusions

- 7.1. This Planning Statement accompanies a Hybrid Planning Application (part detailed, part outline with all matters reserved except for the main point of access) for the proposed comprehensive redevelopment of the land at the Jackson's Brickworks
- 7.2. The Applicant, Nuvu Development Ltd, a subsidiary of Your Housing Group, with a purpose of developing quality homes for social and affordable rent, shared ownership, rent to buy, private rent and open market sale.
- 7.3. Your Housing Group has access to grant funding means that the Proposed Development offers a window of opportunity to remediation and redevelop this longstanding regeneration site. The scale of opportunity is evidenced through the Site's significant history of planning applications for residential development, with all previous redevelopment proposals having been disbanded, resulting in the Site's continual vacancy.

Summary

- 7.4. The Proposed Development will comprise of up to 716 residential units, a community hub, a secondary school, including sports pitch provision and extensive public realm. The design concept seeks to respond to the opportunities and constraints established in the Site's context analysis so as to contribute to the ongoing development and enhancement of the surrounding area. Urban contextual parameters have also been key factors to informing the design evolution.
- 7.5. As part of the design development the design team has explored a series of options exploring variations to create the best possible masterplan framework. A wide range of specialist consultants and other stakeholders have provided valuable input into the evolving scheme, which has served to inform the design process and arrive at an appropriate solution.
- 7.6. The Site's surrounding regeneration context has provided an important guide, which underpins the final design of the Proposed Development.
- 7.7. The design development process has also been informed by discussions, including comments and concerns raised by MCC officers and local Ward Councillors, raised as part of the pre-application engagement process.
- 7.8. The Proposed Development is summarised below:

Phase 1

- 378 residential units as a mix of 1, 2, 3 and 4 bedroomed apartments and houses.
- Provision of 497 residents' car parking spaces and 15 visitor car parking spaces, through a combination of on-plot, off-plot (parking management company), and apartment parking courts - including 17 accessible spaces which equates to 10% provision of the proposed unallocated car parking (apartment and visitor car parking). 100% provision of secure cycle storage – all houses will include private cycle storage within their back gardens. The apartments will include communal cycle storage. 14 visitor cycle parking spaces, with 7 Sheffield Stands proposed within the public realm adjacent to the proposed community hub.

- Green open space, including a new 0.62 hectare park (Jackson's Community Park), Ten Acres Pocket Park, Hallam Green, Ten Acres Lane Arrival Space and the western section of Rochdale Canal Linear Park.
- A community hub building comprising 617 sqm commercial floorspace (Use Classes E, F1, F2) at ground floor level.
- Pedestrian and cycle routes throughout the Site, including a pedestrian and cycle link/ route from Hallam Road to the south to the Rochdale Canal towpath to the north.
- Servicing and access arrangements.
- Highways improvements, including the widening of the Ten Acres Lane approach to the Briscoe Lane Junction to allow for two lanes.

Outline Phase(s)

- Residential-Led:
 - Up to 338 residential units as a mix of 1, 2, 3 and 4 bedroomed apartments and houses.
 - Provision of residents' car parking and secure cycle storage, including a combination of passive and active electric vehicle charging provision.
 - Servicing and access arrangements, and highways improvements.
 - Pedestrian and cycle connections.
 - Public realm and landscaping works, including the delivery of the eastern section of the Canal Linear Park.
- Education Facility: a new secondary school, with provision of sports facilities, including playing pitches.

- 7.9. The Proposed Development will provide 100% passive electric vehicle charging provision (ducting and cabling) for each standalone residential unit, with 20% of allocated parking for the apartments/flats having active provision (a charging station) and the remainder passive provision.
- 7.10. The Design and Access Statement prepared by Barton Willmore and Planit-ie submitted in support of this application contains more information on the design of the Proposed Development.
- 7.11. The Parameter Plans and masterplan principles (set out in Design and Access Statement) will ensure at the outline stage that Manchester City Council and the consultees have sufficient information to understand the outline planning permission that is sought and will also guide future Reserved Matters applications for the further phase of residential-led development and the new secondary school.
- 7.12. The Proposed Development will deliver a number of economic, social and environmental benefits, including:

Economic Benefits

- Economic Stimulation: The proposals for a new school and new public realm demonstrate an investment in the area which is likely to generate economic stimulation.
- Construction jobs: The construction of the Proposed Development will provide construction job opportunities whilst supporting local labour skills development and training. The completion of construction of the Proposed Development is expected to support a total of 1,049 construction job, 105 FTEs over ten years, generating a total GVA of £81.3m.
- Education Jobs: The inclusion of a school will provide additional job opportunities. The average full time part time split for the education sector in Manchester, suggests 90 FTEs would be created, generating GVA of £4.8m per annum based on the average GVA per FTE in Manchester for the education sector.

- Construction spend and economic uplift: Construction spend is estimated at £65.5m for Phase 1 and £58.5m for outline phases (Phase 2), which will support temporary economic uplift during the construction period.
- Household expenditure: the Proposed Development is anticipated to generate additional household expenditure of £8.4m per annum, which will support 59 FTEs and GVA of £3.7m each year.

Social Benefits

- Earmarked for regeneration for over 25 years: The Site's planning history includes residential development proposals approved in the 1980s and 1990s, and most recently an application for residential and commercial development received a resolution to grant planning permission from the Planning Committee in 2014. Whilst the Site has a history of residential applications, no redevelopment has been delivered on the Site with all previous applications disbanded. The Site was identified for regeneration for over 25 years, within the UDP (1995) under UDP policy EM5 which identifies 'Central Park' as an area for regeneration over the ten-year plan period (from 1995 to 2005) and recognises the opportunity to redevelop the Site. The Site is identified more recently for redevelopment within the East Manchester Strategic Regeneration Framework (RF) (2008-2018). Despite being identified for regeneration for a substantial period. The Site falls within East Manchester, as defined by Policy H4 of the Manchester Core Strategy (2012) stating that East Manchester will accommodate around 30% of new residential development with priority given to family housing and high value, high quality development where this can be sustained. The Proposed Development will deliver up to 716 dwellings, with a range in the mix and size. The existing Site is highly contaminated due to its former uses as a waste tip and brickworks. A remediation application was submitted by the Applicant in January 2021 subsequently approved by MCC in 2021 (ref: 129197/FO/2021). The Proposed Development will therefore support the development of a key site that has been identified for regeneration for over 25 years.
- Homes for local people: The Proposed Development will deliver up to 716 new homes – 378 new homes will be delivered as part of Phase 1, with up to 338 new homes set to be delivered as part of Phase 2. A range of tenures including open market, social rent and affordable housing are proposed across the Proposed Development. It is intended that the Proposed Development will deliver 50% affordable housing, however, the submitted viability appraisal demonstrates that it would not be viable to provide affordable housing, based on current market conditions. However, the Applicant is committed to maximising the quantum of affordable housing to be delivered on the Site. Your Housing Group has access to grant funding in order to secure delivery of 50% on-site affordable housing by unit (up to 358 homes). The position will not be captured in the S.106 Agreement, but will be formalised, once secured, in an Affordable Housing Statement to be submitted to the Local Authority. The Proposed Development will help to increase Manchester's Housing Stock and make an important contribution to Manchester's housing targets.
- A new secondary school and sports facilities: The Proposed Development will deliver a new secondary school for the local area, as well as sports playing fields that will be for community use through a local agreement. Due to the need to coordinate a detailed design with the Education Authority outline planning permission is sought for the school. As such further details will be resolved during future Reserved Matters applications.
- New school places: The proposed secondary school will deliver up to 1,050 new school places which, based on the Department for Education average pupil to adult ratio average for the local authority maintained secondary schools.
- A new community hub facility: The Proposed Development will deliver a new community hub facility, including a community café, at the heart of the Site, in a key location fronting the Rochdale Canal and the new Jackson's Community Park. This will provide a facility for both existing and new local residents

to come together. The community hub will support the creation of a vibrant space, by creating opportunities for social interactions and enhancing community cohesion.

- Vitality: The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. The addition of a community park, further public realm provision and a secondary school will bring life and activity to the area, whilst encouraging existing nearby residents and future residents to interact, stay and play. The redevelopment of the Site will also create 24 hour natural surveillance and discourage anti-social behaviour in the area, particularly along the frontage to Rochdale Canal.
- Good neighbour: The Applicant continues to be a good neighbour through its commitment to respond to anti-social behaviour and incidents on the Site. Measures taken over the last year include the clearing up fly tipping, securing the Site with fencing and the ongoing maintenance of this when vandalised, efficiently responding to queries (e.g. trees falling during storms and associated clear up and repair; responding to the breaking/ vandalism to the fencing and undertaking the necessary repairs).
- Demand: The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. The Site is ideally located for residents to reach a wide range of facilities including work, leisure, a wide range of social infrastructure and numerous transport options. The proposals for a secondary school support Manchester's increasing demand for school places.
- Improved pedestrian and cycle connections and promotion of sustainable transport: The Proposed Development will create key pedestrian routes and cycleways across the Site, which will serve future residents and the existing community by improving permeability, including through the creation of new north-south and east-west connection. Overall, the Proposed Development will deliver high quality pedestrian and cycle connections, which will be enhanced by the proposed landscaping and public realm interventions. These improved connections will promote the use of active travel through the creation of safe and accessible routes, including enhancing connections and accessibility to the Rochdale Canal towpath.
- Open space, recreation and amenity: The Proposed Development, will deliver a variety of accessible green spaces including private, semi-private and public green spaces with pocket parks and a central community park. The Proposed Development will also promote accessibility to the canal towpath and link bridges by providing new connections through the Site. Phase 1 proposes to deliver a new community park including play space; a pocket park including play space; Hallam Green; Ten Acres Lane arrival space; a liner park adjacent to the canal; and a key north-south pedestrian / cycle connection. The additional public realm, green spaces, and improved accessibility to the canal will generate benefits for local existing and future residents.
- Construction / local labour opportunities (skills and training): There is the opportunity to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase.

Environmental Benefits

- Remediation of a large (over 19ha) underutilised, contaminated site: Despite being identified for regeneration for a substantial period, the existing Site is highly contaminated due to its former uses as a waste tip and brickworks. The full planning permission which approved remediation works on the Site in October 2021 (ref: 129197/FO/2021) will facilitate the necessary remediation works. These works are a major and costly undertaking and it is anticipated that the works will take between 18 and 24 months to complete. Given the length of these lead in times, following the consent of the remediation works the Applicant has begun tree removal works which are expected to complete by the end of May 2022. This will greatly improve the safety of the area and assist in the management of

the anti-social behaviour experienced on the Site. The Proposed Development will support the development of a key site that has been identified for regeneration for over 25 years.

- New Public Realm and Enhancing frontage to the Rochdale Canal: The Proposed Development will deliver a variety of public realm / landscaped areas across the Site. Within Phase 1 this includes:
 - Jackson's Community Park including play space (adjacent to community hub building and fronting the canal).
 - Ten Acres Pocket Park including play space (adjacent to Rochdale Canal)
 - Hallam Green including play space (adjacent to the southern boundary)
 - Ten Acres Lane arrival space
 - Canal Linear Park
 - Hallam Road Pedestrian / Cycle Connection

The new public realm will serve future and existing residents as well as adjacent neighbourhoods. The new Jackson's Community Park provides an informal green space with areas of open lawn and play space. The location of the Community Park fronting the Rochdale Canal will enhance visual appearance and character of the canal towpath by providing a space for staying and playing which will in turn promote greater footfall and generate active surveillance. This will consequently increase safety along the towpath and generate vibrancy and vitality along the Canal.

- Provision of local parks and green routes through the Site: Proposals for a new 0.62 hectare community park and additional landscaping and public realm provision have been designed by Planit- ie. The proposed landscaping strategy will deliver 373 trees within Phase 1 of the Proposed Development (including within Jackson's Community Park). The proposed trees will form an essential element in the street scene and townscape, along with ornamental planting and the public realm environment. The concept for the public realm is to contribute to the existing green and blue infrastructure by linking the series of proposed green spaces, including the new Community Park to the Rochdale Canal frontage (as set out above). The proposed planting provision has been designed to enhance the ecological value of the Site, whilst also balancing this with the need to remediate a heavily contaminated site, in line with the proposals approved as part of the Remediation Application.
- Treatment of Japanese Knotweed: Japanese Knotweed was identified as being present on Site, as part of the Ecology Survey undertaken in support of the Remediation Application. The approved remediation of the Site includes the safe treatment and disposal of the invasive species in accordance with the relevant regulations.
- Re-location of slow worms: The presence of slow worms were identified as part of the ecological investigations undertaken in support of the Remediation Application. Site investigation works have been undertaken with ecological supervision to manage displacement of slow worms from working areas. To facilitate the remediation works a suitable relocation strategy was developed as part of this Remediation Application. The slow worms identified on the Site have been successfully relocated, prior to any works on site taking place that would affect the slow worm population.
- Provision of SUDs: To minimise the risk and impact of localised flooding on and off-site, watercourse pollution and other environmental damage, the Proposed Development will incorporate Sustainable Urban Drainage Systems (SuDS).

Conclusion

- 7.13. The Proposed Development has been developed in consultation with Manchester City Council Planning Officers, Environmental Health Officers, Greater Manchester Ecology Unit and a range of technical stakeholders, as well as Local Ward councillors, surrounding residents and local businesses.

- 7.14. This Planning Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside supporting technical assessments that are submitted with the application.
- 7.15. It has been demonstrated that the Proposed Development complies with the Development Plan as a whole and properly addresses the relevant Material Considerations and we therefore consider that the planning application merits the full support of the Local Planning Authority.

Appendix 1A: Education Facilities Note

The below text has been prepared by the Department for Education.

The below details / list of inputs is based upon the requirements set out on Manchester City Council's Planning Validation Checklist (2018).

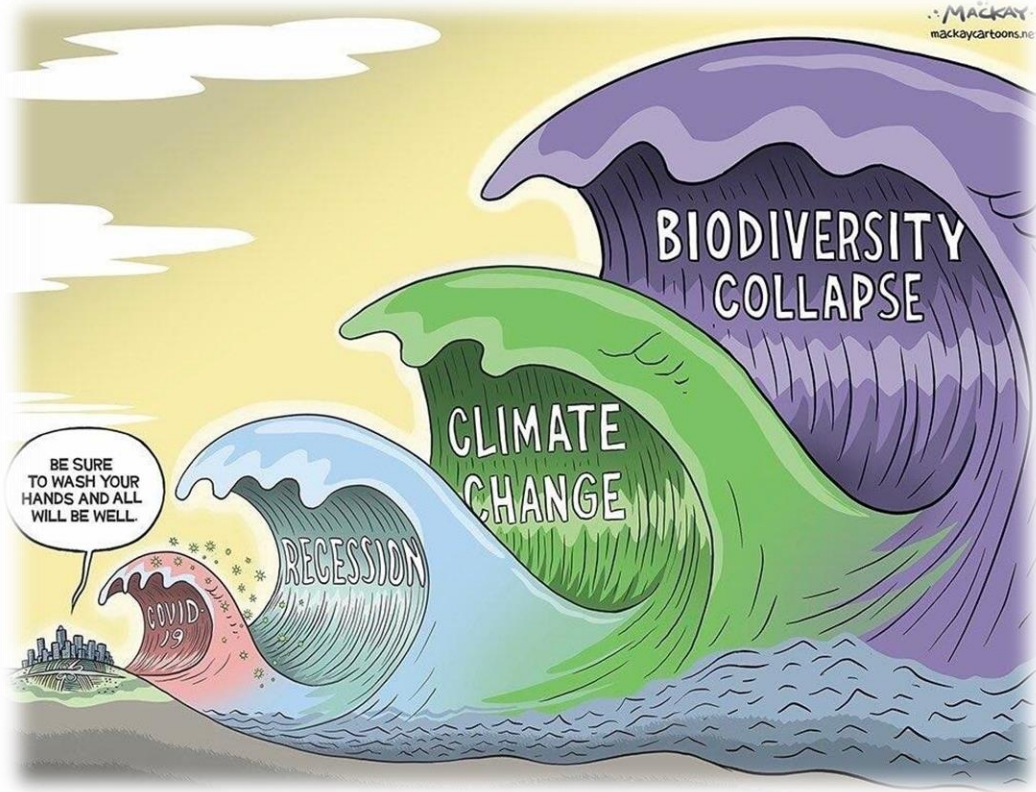
Which subjects would be taught here and how would they be taught?	A curriculum built around the EBacc subjects of English, mathematics, science, computing, humanities and a modern foreign language will ensure that pupils are numerate, literate, develop logic and problem-solving skills, understand their place in the world and their influence upon it, gain an appreciation of race and culture, and can safely and confidently navigate, interpret and most appropriately and effectively utilise the vast array of information that it is instantly accessible to them. A suite of other subjects, including vocational qualifications, complement the more traditionally academic subjects to provide pupils with a comprehensive and rich knowledge and skill based educational experience.
How does this fit in with educational provision in Manchester?	Please refer to Chapter 13 (Socio-economics) of the Environmental Statement Volume 1.
How many students would attend this facility in total?	1,050 pupils ages 11-16.
Additionally, how many students would be in each class, how many classes would take place at once and how many students would be in attendance in total at any one time?	The school is a co-educational secondary for 1,050 pupils, with 210 pupils in each year group divided into 8 classes. On opening the school will take one year group of year 7 pupils only, each subsequent year this will increase by a further year group until the full capacity of 1,050 pupils is reached.
At what level would subjects be taught?	Pupils taught will be from year 7 to year 11 which includes GCSE's: • Key Stage 3: Years 7 to 9 (11-14 years) • Key Stage 4: Years 10 to 11 (14 – 16 years)
Provide a management plan detailing how students congregating outside the building would be prevented.	Not available at this stage. The Applicant will accept an appropriately worded condition.

Confirmation on who the educational facility is regulated by and registered with, e.g. is it licensed/recognised by the Home Office or Ofsted?	The school will be a free school which is a state-funded school created to meet the need for pupil places in the area. It will be run by a multi-academy trust and will be subject to Ofsted inspection.
Confirmation if any amplified sounds be played	TBC – subject to further detail. It is anticipated that the secondary school will operate on a standard basis.
Confirmation of when the units will be in operation	At this stage, standard School operating hours will apply, however there may be some out of school activities which would be determined at a later date.

Appendix 1B: Education Facilities Note – Additional Information (DfE)

The Department for Education (DfE) have developed a new output specification (OS21) which sets out revised sustainability requirements and targets that sets out that all new school buildings will be 'net carbon zero in operation'. The applicant will be working with the DfE to look at how this is applied. It is anticipated that this could include greening on the Site (for example, the school building will have a green roof).

The New Build Standards



Department
for Education

Operational Carbon

Low energy fossil fuel free buildings which are net zero carbon in operation, without offsite offsetting*

Embodied Carbon

Quantified impacts of embodied carbon on the school estate

CLIMATE MITIGATION

Climate Resilience

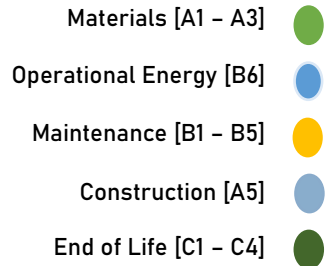
Healthy and productive buildings which are safe, long lasting and respond to user needs, now and for the future

Biodiversity Net Gain

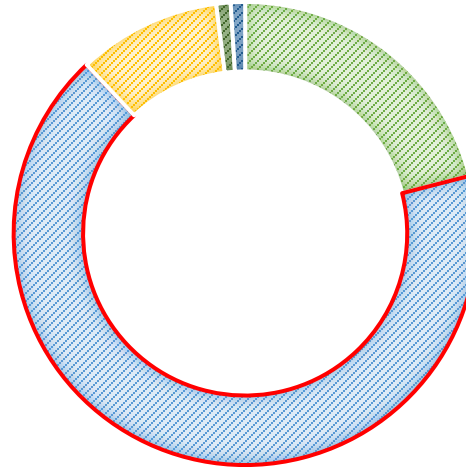
Resilient site settings that achieve a biodiversity net gain *and* respond to the 25 Year Environment Plan^[5]

CLIMATE ADAPTATION

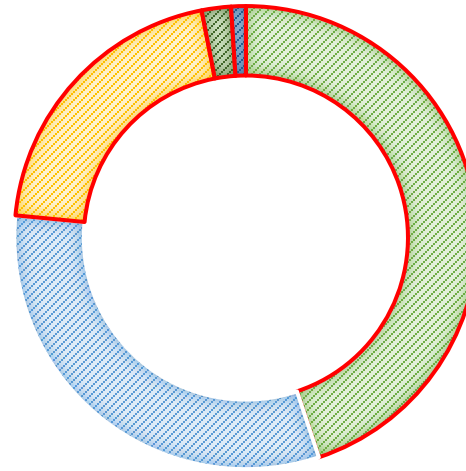
The Longer Term Vision: 2025



New School Standards
to focus on reducing the
Operational Energy
(67%)



As Operational Energy
decreases the focus
shifts to Whole Life
Carbon (68%)



Operational Carbon

is the **carbon** load created by the use of energy to heat and power a building

Embodied Carbon

the **carbon** released in the manufacturing, production, and transportation of our building materials

Whole Life Carbon

carbon emissions resulting from the construction and the use of a building over its entire **life**, including its demolition and disposal.

Mitigation



Department
for Education

What does this Step Change look like for new build?

The school estate presents perfect opportunities to evoke change amongst communities. **OS21** is currently being implemented on School Rebuilding Programme(SRP) scheme, to pilot developing policy. More information on OS21 and its applicability beyond SRP will be announced following Spending Review.

New Build School Specification								
Standards	<u>Climate Change Mitigation</u>				<u>Climate Change Adaptation</u>			Carbon Targets
	Thermal Performance	Heat Source	Generate Energy	Ventilation	Overheating Standard	Flood Resilience	Biodiversity Net Gain	
Current Delivery (OS 2017)	Building Regulation	Gas Boiler	Planning Requirement Only	Single Sided Ventilation	2020 Weather Compliant	Planning Requirement Only	Planning Requirement Only	No Requirement
Typical New Build Scheme (OS 21)	DfE Fabric Energy Efficiency Standards	Heat Pump Application	On-site renewables to meet Operational Energy Consumption	Cross Ventilation	2080 Weather Comply with 20C Adapt to 40C No Cooling*	Site Specific Sustainable Drainage System (ie. Green Roofs)	Local Green Infrastructure to provide net gain	Net Zero Carbon in Operation + Quantify Embodied Carbon



Appendix 2: Climate Emergency Response

In March 2020, MCC published its Climate Change Framework 2025-2025 ("the Framework"). This Framework is a high-level strategy for meeting the Council's commitment to 'play their full part' on climate change. It will need to develop over the next five years, in line with changes in policy, climate science, the Council's rate of progress on this issue, and other factors.

The Framework sets four overarching objectives as described below:

- Objective 1 – Staying within our carbon budgets
- Objective 2 – Climate adaptation and resilience
- Objective 3 – Health and wellbeing
- Objective 4 – Inclusive, zero carbon and climate resilient economy.

In addition, there are six Priority Actions that will focus efforts to achieve these overarching objectives. These are described below alongside consideration of how the Proposed Development supports their aspirations.

Priority actions

Priority Action 1 – Buildings

New buildings

We need to ensure that new developments in the city don't eat into our limited carbon budgets and add to the already significant retrofit challenge. This means that we need them to be built and operated to zero carbon standards as soon as possible.

The ideal way to do this is through UK Government establishing a national zero carbon definition and methodology for its implementation, and for Manchester City Council to implement this standard as quickly as possible through the local planning system.

This should include applying zero carbon standards to all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, with a view to all new development needing to be zero carbon from 2023 at the latest, when the new Manchester Local Plan is expected to become operational

MCC highlights that the "ideal way" to achieve zero carbon standards is through the UK government to establish a national zero carbon definition and methodology for its implementation. MCC would then be able to implement this through their local planning system, creating certainty for developers on what is expected to achieve "zero carbon standard". In absence of this certainty, the most appropriate way forward for development is to be cognisant of the aspiration to reduce the city's impact on Climate Change and design proposals to support this as far as practical.

Full details on the measures that have been considered and incorporated are set out the Sustainability and Environmental Standards Statement prepared by SLR and the Energy Strategy prepared by ECS, submitted as part of this application, is summarised below.

The Proposed Development has been designed on the basis that it will seek to achieve the following overall targets:

- Being designed and specified in accordance with the principles of the energy hierarchy, “Be Lean, Be Clean and Be Green”:
 - Be Lean – through the incorporation of design specification and fabric efficiency measures to reduce energy demand;
 - Be Clean – through the use of clean energy from decentralised sources; and
 - Be Green – thorough the use of on-building renewable energy generation systems.
- In accordance with both national and local planning policy, a fabric first approach shall be taken in reducing energy demand / consumption. With regards to the proposed residential development, the following measures have been implemented to make the proposal more ‘lean’ and efficient:
 - Improved fabric insulation to minimise heat loss and gain;
 - Use of daylight to reduce lighting loads where possible;
 - Low energy lighting using LED lighting throughout, to minimise energy demand;
 - Efficient heating systems (air source heat pumps) to reduce energy demand;
 - Natural Ventilation and incorporation of MVHR systems
- The Proposed Development will benefit from a high specification building fabric with U Values which improve on current Part L1A 2016 values. This will ensure energy demand is reduced.
- It is proposed that the scheme will comply with a target of 15% improvement on Part L 2010 (representing a 9% improvement on Part L 2016). The Proposed Development will comply with a target of 15% reduction on Part L 2010 (representing a 9% increase on Part L 2016). All residential dwellings within Phase 1 of the Proposed Development will meet the 9% increase on Part L 2016; within Phase 1 all houses will deliver a 13.8% improvement or higher and apartments will deliver a 46% improvement on Part L (2016).

Construction environmental impacts will be monitored and minimised through contractor compliance with a Construction Environmental Management Plan, including through responsible construction management practices; implementation of pollution prevention policies; monitoring construction site energy and water consumption; and implementation of a sustainable procurement plan to ensure key materials are as responsibly sourced as possible.

Priority Action 2 – Renewable Energy

We need a combination of two, possibly three, sources of renewable electricity:

Our own renewable energy generated inside the city: this includes significant increases in the amount generated from solar photovoltaic (PV) panels. In 2019, only 1% of Manchester's electricity demand was met by local renewable generation.

Decarbonised National Grid: driven by UK Government, the National Grid has been decarbonising in recent years; we need this to continue but at an accelerated rate, with a view to being fully decarbonised as soon as possible.

Our own renewable energy generated outside the city: this could include through ‘power purchase agreements’ with renewable energy generators, and/or investing in our own renewable energy generation through, for example, wind farms, solar farms, and others. This option is particularly important if the National Grid doesn't decarbonise at the rate we need it to.

We will also become more compatible with intermittent generation by developing smart grids and dynamic demand within Manchester.

Throughout the design process a range of renewable and low carbon technologies have been considered for the Proposed Development. It is proposed that the incorporation of air sourced heat pumps for standalone dwellings,

ground sourced heat pumps for apartments, as well as rooftop photovoltaics (PV) have all been deemed as suitable technologies.

The proposed energy strategy will provide a number of benefits in terms of energy efficiency and deliverability.

The UK government is committed to reducing the country's emissions and has legislated to do so within the Climate Change Act. As the UK's grid becomes less carbon intense over time the carbon emissions associated with full electric heating will become less. SAP 10 energy calculations are provided within the Energy Strategy which reflect the current status of the UK's decarbonised grid - for further details please refer to Section 5 and Appendix A of the Energy Report, prepared by ECS.

Further details on the above can be found within Energy Strategy prepared by ECS.

Priority Action 3 – Transport and Flying

The five headline actions the Framework promotes taking are:

- *Increase walking and cycling*
- *Increase public transport use*
- *Private vehicles – where travel by private vehicle is necessary, we need these to be electric vehicles, supported by easily accessible charging points, and with the right incentives to accelerate their uptake.*
- *Rail connections to other cities*
- *Flying*

The Proposed Development is located in a highly sustainable location to the east of Manchester City Centre. The Site is well connected to various destinations including Newton Heath District Centre. The Site is highly accessible via the road network and pedestrian routes, at both a local and regional scale. The Site is located on Ten Acres Lane and is in close proximity to Briscoe Lane, with both forming key local routes. The Site is positioned south of Oldham Lane which is a key arterial route that provides road connectivity into Manchester City Centre, Alan Turing Way (A6010) and Manchester Outer Ring Road (M60). The Site is located in close proximity to numerous bus stops, with the nearest being Wellpark Walk on Briscoe Lane – located 190m to the Site's south east. There are 14 further stops located along Droylsden Road and Old Church Street, offering regular services into the city centre and across north Manchester.

The Site's nearest tram stops are Central Park which is 480m to its northwest, and Newton Heath & Moston which is 390m to its north east. Both stops are located on the East Didsbury – Rochdale line which also passes through Deansgate-Castlefield, Exchange Square and Victoria. The nearest main train station is Victoria which is located 3.4km to the Site's south west, with eastbound services to Leeds and Newcastle, westbound services to Liverpool and southbound services to London.

Phase 1 of the Proposed Development will provide the following car parking and cycling provision:

- 497 residents' car parking spaces, equating to 1.3 spaces per dwelling.
- 15 visitor car parking spaces.
- Parking will be delivered through a combination of on-plot, off-plot (parking management company), and apartment parking courts.
- This parking provision will include 17 accessible spaces (either off-plot or parking court).
- 100% secure cycle parking and storage is proposed across Phase 1 of the Proposed Development. Houses will have a secure cycle storage in rear gardens and apartment blocks (including the central community hub) will provide a secure communal cycle storage within the communal core of the building.

It is intended that the proposed car parking strategy, and cycle storage (/parking) provision for the outline residential phase (Phase 2) will follow the same principles established in Phase 1 of the Proposed Development.

The Proposed Development will provide 100% passive electric vehicle charging provision (ducting and cabling) for each standalone residential unit, with 20% of allocated parking for the apartments/flats having active provision (a charging station) and the remainder passive provision

In addition, improvements to cycle and pedestrian connectivity, the new public realm including the addition of the community park, will improve permeability and connectivity through the area, including links to Rochdale Canal.

Whilst the proposals include car parking spaces for both residents and visitors, this is considered to still be in keeping with climate emergency objectives, namely:

- The Proposed Development will be highly accessible by sustainable and active travel modes, including by walking, cycling, bus, rail and tram, providing good linkage to jobs, shops, leisure and services by these non-car modes. Access into Manchester City Centre is excellent with very regular and convenient bus and tram services along with a dedicated footway and cycle route along the Rochdale Canal towpath.
- The Greater Manchester Accessibility Level Map demonstrates that the Site is considered highly accessible. Local facilities such as shops, surgery, schools, and local employment destinations are highly accessible within a leisurely walk/cycle from the Site. It is considered that such locational characteristics would assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes that are not the private car;
- The masterplan layout of the Proposed Development has been designed to encourage walking/cycling use and connect to existing foot/cycle links, in particular the Rochdale Canal towpath, which will in turn enhance connectivity and permeability across the Site.
- The Proposed Development will deliver 100% passive electric vehicle charging provision (ducting and cabling) for each standalone residential unit, with 20% of allocated parking for the apartments/flats having active provision (a charging station) and the remainder passive provision.

The Framework Travel Plan sets out a package of measures to reduce the transport and traffic impact of the Proposed Development, including:

- Providing travel information packs for residents;
- Implementing initiatives to raise awareness of sustainable travel;
- Promoting public transport and active travel;
- Establish a partnership with a local bike retailer to facilitate discounted prices for residents purchasing bikes and cycling equipment.

A full Travel Plan will be required through the inclusion of a planning condition on any decision notice. This would encourage individuals to choose alternative modes over single occupancy car use.

Finally, the addition of a new school as part of the Proposed Development will serve the local area and potentially reduce trips by local parents to schools further afield.

Priority Action 4 – Food

The capacity exists for the food system to transform from a carbon source into a sink; capturing carbon as a means to increase fertility, soil health, water availability and ultimately, food security. Changes to agricultural production, food preparation, consumption and waste are needed at a global level, combined with positive action at an individual, family, community and city-level. We need to grow, buy/sell, cook and eat in a way that supports our local economy, in a healthy and environmentally sustainable way.

The Proposed Development is located in a highly sustainable location is within walking distance of local amenities and is in close proximity to existing sustainable transport provision. As a highly connected site, it is considered that residents will be able to shop for food sustainably without the need for car travel. In addition, the Site is within 0.3km (walk) of Asda Newton Heath Supermarket and within 0.7km (walk) of Lidl on Old Church Street. Further

afield within 1km there is a format Morrisons on Poplar Street, Failsworth) and within 1.5km is an Asda Superstore (Eastlands) on Ashton New Road. All of these facilities are easily accessible by foot or cycling.

Priority Action 5 – The things we buy and throw away

Whilst this priority action is aimed more at influencing individual choices rather than development activities but is felt that the Proposed Development still contributes to the following headline action:

“Recycle: when a product or material finally reaches the end of its current life we need to ensure it is recycled”.

The Proposed Development includes appropriate waste recycling facilities. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management. This will support recycling within the Proposed Development.

Priority Action 6 – Green infrastructure and nature-based solutions

Our parks, gardens, woodlands, street trees and other elements of the city's green infrastructure have an essential role to play in helping Manchester to meet its climate change objectives. This is in terms of both adapting Manchester to the changing climate (by helping to manage flood risk and heat stress) and helping to reduce our CO2 emissions (to stay within our carbon budget we need our land to become a net remover of carbon). And at the same time also delivering myriad other benefits such as improved health, increased biodiversity, supporting jobs, creating attractive neighbourhoods, and many others.

The Framework is clear that the headline action for this priority action is to *“ensure that the city's climate change objectives are fully embedded into the development and implementation of a refreshed Green & Blue Infrastructure Strategy”*. The Framework also cites an aspiration from the GM IGNITION project to *“increase urban green infrastructure by 10% by 2038, from 2018 levels”*.

Ecosystems play an important role in regulating climate. They currently absorb roughly half of man made carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

As described earlier in this Statement, the provision of green infrastructure is integral to Proposed Development Masterplan and the wider City. A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:

- Proposals for a new 0.62 hectare community park and additional landscaping and public realm improvements have been designed by Planit-ie. The proposed landscaping strategy will deliver 373 trees as part of Phase 1. The proposed trees will form an essential element in the street scene and townscape, along with ornamental planting and the public realm environment.
- The concept for the public realm is to contribute to the existing green and blue infrastructure, for example by linking the new park to the Rochdale Canal towpath as well as to the wider public spaces across Manchester.
- Planting provision designed to enhance the ecological value of the Site.

These measures are designed into the scheme and installation of these measures would be committed to through the Planning Application.

Conclusion

Further details on how the Proposed Development will incorporate the measures to mitigate the impact associated with Climate Change are described in Chapters 4 and 6 of this Statement.

In summary, it is considered that the Proposed Development supports Manchester City Council's aspirations on Climate Change and, specifically, the Council's Climate Change Framework 2020-2025.

Appendix 3: Green and Blue Infrastructure Statement

<i>Vision:</i> By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	<i>Response:</i> • The development incorporates a large amount of high quality public realm, namely a c. 0.62 hectare new community park that will serve future and existing residents and future residents within the local area, surrounding neighbourhoods, as well as visitors. • The Proposed Development provides a key pedestrian and cycle routes through the Site, including the new north-south connection from Hallam Road to the Rochdale Canal. • The public realm being delivered along the canal frontage, including the Community Park and the Linear Park will generate activity and vitality along the Rochdale Canal towpath. Residential dwellings fronting the canal will also generate natural surveillance which will further enhance safety and footfall along the canal. Overall, the Proposed Development will promote accessibility to the canal towpath and link bridges by providing new connections through the Site. • The new public park provides a formal green space with areas of open lawn and informal pathways and play space whilst creating strong connections through and enhancing access. The proposed landscaping strategy will deliver 373 trees within Phase 1 of the Proposed Development. The proposed trees will form an essential element in the street scene and townscape, along with ornamental planting and the public realm environment. Planting provision designed to enhance the ecological and aesthetic value of the Site. • The development seeks to improve pedestrian and cycling connectivity within and beyond the Site, including a key south-north pedestrian and cycling route running from Hallam Road through to Rochdale Canal. The proposed enhancement to pedestrian permeability will create greater connectivity and
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	linkages to the existing residential community to the south, the Rochdale Canal to the north and Newton Heath District Centre to the west. As part of the proposed secondary school sports facilities, including playing fields will be delivered, which will be community use through a local agreement. This will increase accessibility within the area to sports pitch provision which will look to encourage and support healthy lifestyles.
Objectives 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.	Response: - The development includes a new community park which will improve the quality of the green and blue infrastructure, the streetscape and the canal frontage; therefore, improving the routes and connectivity to the wider green and blue infrastructure offer within the Regional Centre. - A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including: - Planting provision designed to enhance the ecological and aesthetic value of the Site; and - Tree planting, including street trees and open landscaping will allow light and natural surveillance through the development and surrounding spaces. - The new secondary school will provide a valuable contribution to sports pitch and playing fields provision with the area. The delivery of quality sports pitch provision will encourage healthy lifestyles through creating greater accessibility to exercise opportunities. Community use of the facilities is expected to be secured via a local community use agreement. - The Proposed Development incorporates a large amount of public realm enhancements, including a new community park and linear park (with play spaces). The addition of a parks and other public realm and landscaped areas creates public spaces for people to relax, play in and enjoy. The Proposed Development delivers a series of connected public spaces and landscape routes that connect and interact with the Rochdale Canal and Manchester's wider green and blue infrastructure network.

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.	• The creation of a new public park and school playing fields/ pitch provision will provide green open space and access to sports pitches for new residents and existing communities in Miles Platting, Newton Heath, and the wider Regional Centre. • The large amount of public realm, namely the new public community park, connects and interacts with the Rochdale Canal and Manchester's wider green and blue infrastructure network. In particular, the new park will link up with the Rochdale Canal, with the Proposed Development generating activity and vitality along the towpath. Residential dwellings fronting the canal will also generate natural surveillance which will further enhance safety and footfall along the canal. The Proposed Development will promote accessibility to the canal towpath and link bridges by providing new connections through the Site. • The sports pitch provision and playing fields proposed as part of the new secondary school will create opportunities for existing and new local residents and the wider community to access for sports facilities. Community use of the facilities is expected to be secured via a local community use agreement. • The delivery of the central Jackson's Community Park will be a prominent feature within the Masterplan, at the heart of the Site. It will help to promote a wider understanding and awareness of the benefits from such infrastructure. • The redevelopment of the currently underutilised Site will support the creation of a new residential led neighbourhood. The addition of the new public park and other landscaped and public realm areas will be accessible to future and existing residents within the area, nearby residential neighbourhoods, and the wider Regional Centre. The addition of a new parks and public realm will provide additional green open space for local communities to come together, interact and play, thus improving community cohesion. • By enhancing the green and blue infrastructure and improving the quality of pedestrian and cycling routes to other areas, local communities will benefit from activated streets, thereby enhancing the vitality of the local area. The inclusion of public realm may increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. • Furthermore, by improving and enhancing the visual amenity of the Site and the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking
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	sustainable modes of travel, such as walking and cycling. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling. • The sports pitch provision and playing fields proposed as part of the new secondary school will promote healthy lifestyles through greater accessibility to sports facilities. Community use of the facilities is expected to be secured via a local community use agreement.
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