

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).