



Supporting Planning Statement

**Red Bank Neighbourhood, Victoria North,
Manchester**

HIF Infrastructure Enabling Works

November 2021

Contents

1.	Introduction	3
2.	Strategic Regeneration Context	7
3.	Red Bank Neighbourhood	11
4.	Site Context.....	19
5.	Proposed Enabling Works.....	25
6.	Community Consultation	29
7.	Planning Policy Framework	34
8.	Appraisal of the Proposals.....	42
9.	Other Technical and Environmental Considerations	48
10.	Conclusion.....	52

Prepared By: GB and EH

Reviewed By: NL

Status: Final

Date: November 2021

For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1 This Supporting Planning Statement (SPS) has been prepared by Avison Young (AY) on behalf of Manchester City Council (MCC) (the Applicant), in support of a full planning application proposing advance enabling works associated with the provision of new infrastructure for the Red Bank Neighbourhood, Manchester (hereafter referred to as 'the site').

1.2 The description of development for the enabling works proposed by this full planning application is:

"City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood."

1.3 This planning application represents the next step in the delivery of the strategically important Victoria North project, which will deliver transformational regeneration on an unprecedented scale in Manchester and help to fulfil its potential as a truly innovative, sustainable and world-class city.

1.4 The enabling works proposed in this application form a crucial role in the delivery of the first new residential neighbourhood within Victoria North. £51.6m of HIF funding has been secured to deliver much needed infrastructure and unlock delivery of 5,500 homes in the area, and the first 5ha of the wider City River Park, alongside new public realm, permeability, and habitat creation. These initial enabling works are essential to meeting the strict requirements and programme for the wider HIF infrastructure monies that needs to be spent by March 2024.

Summary of Strategic Regeneration Context

1.5 The Victoria North initiative (formerly referred to as 'Northern Gateway') is an area of approximately 155 hectares to the north of Manchester City Centre and Victoria Station offering an opportunity to deliver approximately 15,000 new homes over the next 15-20 years, along with a range of employment, social, community, cultural and ancillary uses. Victoria North will establish a series of new, sustainable and integrated residential neighbourhoods, with a balanced mix of housing types and tenures, making it a desirable place for a variety of new and existing Manchester residents. Victoria North is one of the largest regeneration projects in the UK as well as being the largest single opportunity for residential redevelopment in Manchester, effectively a new town within the heart of an established, popular and growing city.

1.6 In April 2017, MCC appointed Far East Consortium International Ltd (FEC) as its Joint Venture (JV) investment and delivery partner, to accelerate the delivery of the Victoria North opportunity. Since

making this appointment, MCC has endorsed the Northern Gateway Strategic Regeneration Framework (SRF), which provides a vision, core objectives and development framework to guide the regeneration of Northern Gateway (now known as Victoria North), with a focus on the provision of housing and supporting infrastructure investment.

- 1.7 An Initial Development Area has been identified by the JV as having the potential to deliver an estimated 5,500 residential units across 21 residential development plots, as well as delivering critical infrastructure works, which is essentially Phase 1 of the wider SRF.
- 1.8 To unlock the full potential of the area, MCC has secured £51.6m of Government Funding through the Housing Infrastructure Fund (HIF) to deliver critical infrastructure and enabling works within the Initial Development Area. A key condition of the funding is that the spend availability period runs until March 2024.
- 1.9 Concurrent to the delivery of the infrastructure and enabling works, FEC will progress proposals for a new residential neighbourhood on land controlled by the JV (within the wider Initial Development Area), which will create a new, distinctive residential neighbourhood over the next 10 years. This will deliver the majority of the new residential homes envisaged in the Initial Development Area. It is currently envisaged that the JV's proposals, which are to be known as the "Red Bank Neighbourhood", will include:
- Approximately 4,000 new homes across a range of tenure types and sizes, including affordable homes, set within high quality public realm
 - New community facilities;
 - 5 hectares of new or improved green space, including the revitalisation of St Catherine's Wood;
 - New walking and cycling routes to improve connections between neighbouring communities;
 - Improvements to the River Irk to enhance the river environment, including measures to help prevent flooding; and
 - Low carbon neighbourhood that delivers development in a sustainable way.
- 1.10 The advance HIF enabling works subject to this application form a critical and fundamental part of delivering the vision for the Red Bank Neighbourhood.

Planning Application Strategy

- 1.11 The JV's proposals for the Red Bank Neighbourhood are envisaged as a single development project, including the infrastructure and enabling works, and the residential plot development. The development project is to be brought forward in a series of phased planning applications to be submitted to MCC for approval as follows:

- Advance HIF Enabling Works (referred to hereafter as 'Application 1'). To be submitted by MCC.
- HIF Infrastructure Works (referred to hereafter as 'Application 2'). To be submitted by MCC.
- HIF Flood Defence and Alleviation Measures (referred to hereafter as 'Application 3'). To be submitted by MCC.
- Red Bank Neighbourhood Application (referred to hereafter as 'Application 4'). To be submitted by FEC.

1.12 Please note that the application numbering does not refer to any sequencing of planning submissions.

1.13 This planning application is 'Application 1' and seeks full planning permission for advanced HIF infrastructure enabling works at the site. They are required to facilitate the early start on site of the HIF infrastructure works and clear a path for the future applications and the delivery of the Red Bank Neighbourhood.

1.14 Further details of the overall Victoria North regeneration context, the vision for the Red Bank Neighbourhood, and the extent of the planning application is set out in Sections 2, 3 and 5 of this Statement.

Environmental Impact Assessment

1.15 Regulation 6 of the 2017 EIA Regulations makes provision for a developer to request a 'Screening Opinion' from the Local Planning Authority (LPA) to ascertain whether an EIA is required if a development is classed as a Schedule 2 development. This decision is based on the likelihood of significant environmental effects arising in relation to the development proposals.

1.16 The proposed development falls within 'Schedule 2, Category 10 Subsection (f) 'Construction of roads'. The threshold for which EIA could be triggered is whether the area of works exceeds 1 hectare (ha). The temporary haul road is 750m in length (equivalent to an area of 0.9ha) and the overall site area is 2.66ha. As such, the proposed development falls above the threshold for EIA in respect of Schedule of the EIA Regulations. Furthermore, there is potential for there to be a significant effect in respect of ecology and nature conservation, in particular relating to arboricultural impact.

1.17 It is accepted that the proposed development will constitute EIA development, because it is in fact part of a wider project which would be EIA development, no matter whether or not it meets the screening criteria. As such, it has been agreed with MCC that an EIA is submitted to accompany this planning application.

Supporting Documents

1.18 The following documents are submitted in support of this full planning application:

- i. Covering letter prepared by Avison Young;
- ii. Application form, relevant land ownership certificate (duly signed) and relevant planning application fee;
- iii. Full set of application drawings for approval prepared by Arup/BAM:
 - Site Location Plan
 - Proposed Demolition Plan
 - Enabling Works Site Plan
 - Construction Haul Road Alignment Plan
 - Topographical Survey Plans
- iv. Supporting Planning Statement prepared by Avison Young;
- v. Environmental Statement prepared by Avison Young, including the following technical chapters:
 - a. Ecology & Trees;
 - b. Climate Change;
 - c. Flood Risk & Drainage;
 - d. Ground Conditions; and
 - e. Landscape Visual Impact;
- vi. Construction Management Plan prepared by BAM;
- vii. Construction Waste Management Plan prepared by BAM;
- viii. Demolition Method Statement prepared by PP O'Connor;
- ix. Ecological Enhancement Statement prepared by Avison Young;
- x. Archaeology Desk-Based Assessment prepared by Orion;
- xi. Heritage Statement prepared by Orion;
- xii. Transport Statement prepared by Arup; and,
- xiii. Social Value Statement prepared by MCC and Avison Young.

2. Strategic Regeneration Context

2.1 This section details the strategic regeneration context that underpins the proposals and the infrastructure funding that has been secured by MCC to deliver critical infrastructure and enabling works within the Red Bank Neighbourhood.

Victoria North

2.2 In April 2017, MCC appointed Far East Consortium International Ltd (FEC) as its Joint Venture (JV) investment and delivery partner, to accelerate the delivery of the Victoria North opportunity. This appointment was the conclusion of an international marketing exercise that commenced in April 2016. Since making this appointment, MCC has approved the Northern Gateway Strategic Regeneration Framework (SRF), which provides an updated vision, core objectives and development framework to guide the regeneration of Northern Gateway (now known as Victoria North), with a focus on the provision of housing and supporting infrastructure investment. In February 2019, MCC Executive approved the Northern Gateway SRF as a material consideration in the determination of all future planning applications relevant to the area.

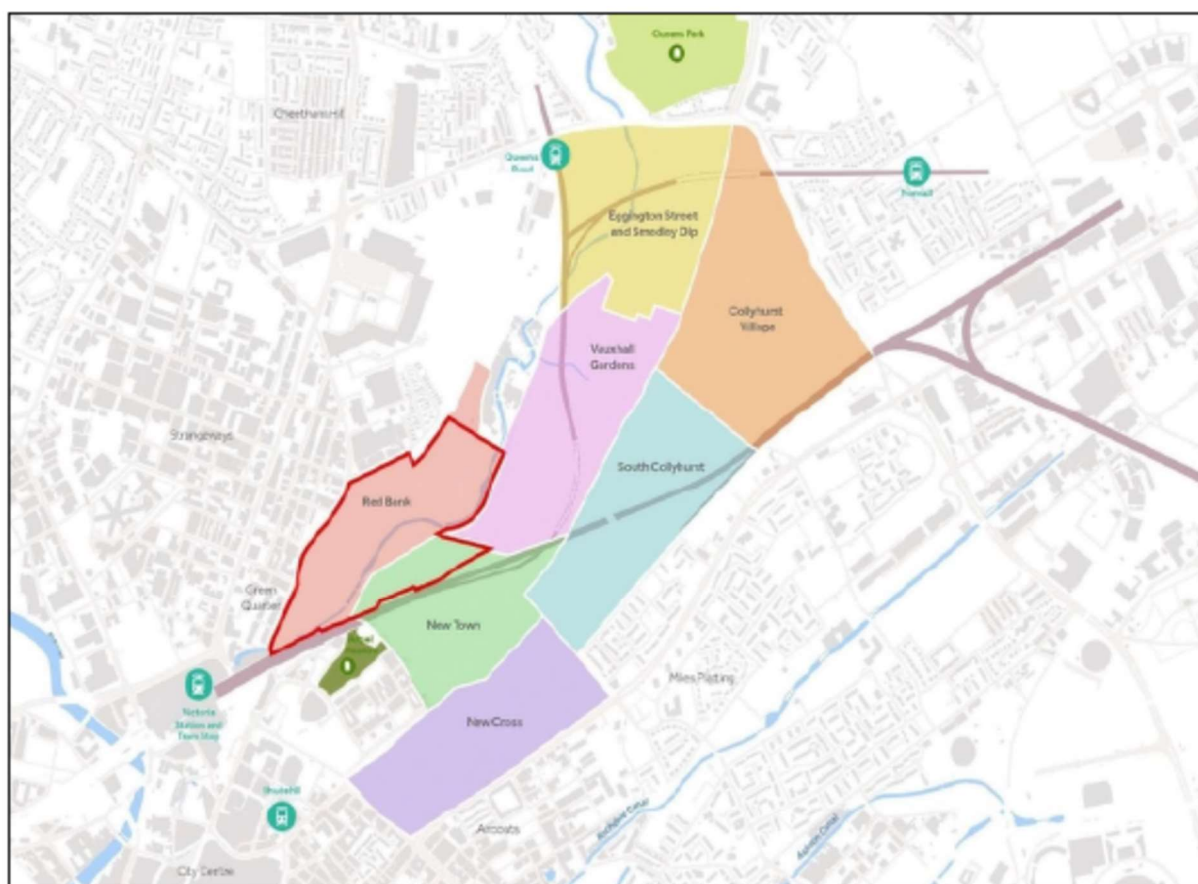


Figure 1: Neighbourhoods of Victoria North

Source: Northern Gateway SRF (MCC, 2019), Figure 16 (Northern Gateway neighbourhoods)

- 2.3 Victoria North is a unique opportunity to deliver transformational regeneration on an unprecedented scale in Manchester and helps to fulfil its potential as a truly innovative, sustainable and world-class city. The regeneration of this area to the north-east of the city centre has the potential to unlock significant residential-led development that will positively contribute to the growth of Manchester and the wider city region. Victoria North is one of the UK's largest residential-led regeneration schemes and a unique opportunity to deliver 15,000 new homes and a world-class City River Park for Manchester.



Figure 2: Visuals showcasing the vision for Victoria North from the SRF

- 2.4 Figure 1 presents the extent of the area related to the Victoria North initiative, inclusive of the seven neighbourhoods identified within the SRF and an 'Initial Development Area' (the red line imposed on Figure 1). This Initial Development Area comprises land owned/ controlled by MCC, FEC and third party landowners, and has been identified by the JV as having the potential to deliver an estimated 5,500 residential units across 21 housing development plots, of which c. 4,000 units will be delivered on land owned/ controlled by the JV. The Initial Development Area shown is inclusive of the infrastructure enabling works and the subsequent built development.
- 2.5 The development project envisaged on land owned / controlled by the JV is known as the "Red Bank Neighbourhood", which will form a significant first phase of delivering the wider SRF vision. It comprises an area of approximately 20 hectares (ha) and is located within the Lower Irk Valley. Presently, the location is affected by the legacy of more than 150 years of industrial uses and Victorian / pre-Victorian infrastructure, with modified waterways; significant operational and redundant rail infrastructure; limited sewerage, water, electricity and gas infrastructure; and contaminated sites associated with textile manufacturing and other heavy industries. As a result, a comprehensive programme of infrastructure investment is required to facilitate development where works cannot be taken forward on a piecemeal, site by site basis, and are not viable for the private sector to fund in isolation.
- 2.6 Concurrent to the delivery of the infrastructure and enabling works, the JV will focus on plot development and housing delivery on land controlled/ owned by the JV, which will form part of a future planning application (i.e., FEC's Red Bank Neighbourhood).

Infrastructure Funding

- 2.7 The JV has secured £51.6 million from the Government's HIF to help unlock the potential at Red Bank. The funding will be used to address a series of up-front infrastructure requirements to support the delivery of the new homes and green spaces at Red Bank:
- Delivering improvements to the River Irk to enhance the river environment, with naturalisation measures to help reduce the risk of flooding.
 - Securing and clearing undeveloped brownfield land, including the removal of invasive plant species and contaminated ground.
 - Connecting the development sites to electricity, water and drainage.
 - Delivering road upgrades and connecting development sites to the existing highways network.

Summary

- 2.8 The site forms part of the Victoria North initiative (formerly referred to as 'Northern Gateway'). The Victoria North initiative is one of the largest regeneration projects in the UK and comprises an area of approximately 155ha to the north of Manchester City Centre and Victoria Station offering an opportunity to deliver approximately 15,000 new homes over the next 15-20 years, along with a range of employment, social, community, cultural and ancillary uses.
- 2.9 In April 2017, MCC appointed FEC as its JV investment and delivery partner, to accelerate the delivery of the Victoria North opportunity. To unlock the full potential of the area, MCC has secured £51.6m of Government Funding through the HIF to deliver critical infrastructure and enabling works within the Initial Development Area and the Red Bank Neighbourhood.

3. Red Bank Neighbourhood

- 3.1 As detailed in Section 2, MCC and FEC are starting to develop proposals for the first major phase of development at Victoria North. The plans include the transformation of its landholdings to create the new “Red Bank Neighbourhood”: a sustainable residential-led neighbourhood which reinvigorates the green spaces along the River Irk Valley and brings nature into the city.



Figure 3: The proposed Red Bank Neighbourhood (exact planning boundaries to be confirmed)

Overview of Red Bank Neighbourhood

- 3.2 The plans for Red Bank Neighbourhood include:
- Approximately 4,000 homes, across a range of tenure types and sizes, including affordable homes, set within high quality public realm;
 - New community facilities;
 - 5 hectares of new or improved green space, including the revitalisation of St Catherine’s Wood;
 - New walking and cycling routes to improve connections between neighbouring communities;
 - Improvements to the River Irk to enhance the river environment, including measures to help prevent flooding; and,
 - Low carbon neighbourhood that delivers development in a sustainable way.



Figure 4: Red Bank Neighbourhood Concept Plan including public realm and residential plots

3.3 The JV's proposals for the Red Bank Neighbourhood are envisaged as a single development project, including the infrastructure and enabling works, and the residential plot development. In order to meet the HIF funding requirements, and the resulting programme implications, a series of planning applications will be submitted to MCC for approval as follows:

Application No. *	Description of Proposals	Applicant	Timescale for Submission	Timescale for Delivery
1	Advance HIF Enabling Works	• MCC	Nov '21	June '22
2	Main HIF Infrastructure Works	• MCC	Q1 '22	March '24
3	HIF Flood Defence and Alleviation Measures	• MCC	Q3 '22	March '24
4	Red Bank Neighbourhood Application	• FEC	Q2/Q3 '22	'23 - '33

* note that the application numbering does not necessarily refer to the sequencing of submissions

3.4 The key components of each application are briefly summarised below to give an overview of the overall project.

Advance HIF Infrastructure Enabling Works (Application 1)

3.5 A key condition of the HIF funding that has been secured by MCC is that the spend availability only runs until March 2024, by which time the infrastructure and enabling works must be completed. Therefore, as discussed in the preceding sections of this Statement, the infrastructure works required at the site will be split into multiple planning applications to allow an early start on site.

3.6 The enabling works that are the subject of this planning application comprise:

- The demolition of Creamline Dairies including partial demolition of the c. 5m high retaining wall between the Dairies site and former railway line to the immediate south-east;
- Tree and shrub clearance to facilitate the construction of a temporary haul road; and,
- The construction of the temporary haul road.

3.7 This planning application comprises the initial advanced HIF infrastructure enabling works and will facilitate an early start on site and clear a path for the main infrastructure, flood works and, ultimately, residential development proposed by successive prospective planning applications at the site.

3.8 The proposed development is detailed fully at Section 5 of this Statement.

Main HIF Infrastructure Works (Application 2)

3.8.1 The main HIF infrastructure works will start to deliver the new City River Park, new design features and permeability, and new ecological mitigation and habitat creation.

The City River Park

3.9 The SRF vision is for the seven new residential neighbourhoods within Victoria North to be unified with the creation of a new c. 46 hectare City River Park set around the River Irk. The City River Park will be made up of a collection of distinct and interconnected parks and green spaces and will become one of the city's largest green spaces. The creation of a City River Park will be an essential aspect of the regeneration of Victoria North. It will form a green heart to the area and unique destination for the city, promoting cycling, walking and healthy living, and helping to improve connections between the city centre and the neighbourhoods to the north.



Figure 5: SRF Vision for City River Park (source: <https://www.redbank-regeneration.co.uk/>)

- 3.10 The first phase of the City River Park will come forward as part of the Main HIF Infrastructure Works planning application (Application 2). It is anticipated that this will deliver approximately 5ha of the park, including St Catherine's Wood, by March 2024.
- 3.11 The emerging design vision for this element of the City River Park is to create a green, biodiverse spine to the Red Bank Neighbourhood with the River Irk at its heart. Key to achieving this will be enhancing the existing green and natural character of the river corridor and St Catherine's Wood, extending the character, so that streets and spaces beyond feel connected and part of the whole.
- 3.12 This will include opportunities for:
- Enhancement of the existing ecology to create new wildlife habitats;
 - Extending the green character and ecological benefits beyond the immediate river and woodland areas.
 - Providing information points as part of ecological trails to engage and educate users; and
 - Carbon offsetting contributing to net carbon targets for the wider Red Bank Neighbourhood Application.
- 3.13 A diagram and artist's impression of the emerging extent and location of the new City River Park to be delivered under Application 2, and its relationship to the proposed Red Bank Neighbourhood Application (Application 4), is illustrated below:



Figure 6: Broad extent of proposed City River Park to be delivered as part of the Red Bank Neighbourhood (shown in dark green)



Figure 7: Artist's Impression of proposed City River Park to be delivered as part of the Red Bank Neighbourhood

3.14 A number of key moves are being explored in the detailed design for the City River Park that will be submitted under Application 2, which may ultimately include the following design and ecological features:

Habitat Creation

- Retain and support existing habitat value.
- Acknowledge existing flora & fauna and their habitats, creating opportunities for them to thrive.
- Management of invasive species.
- Management of pedestrian footfall.
- Increasing species diversity by planting native species and species bearing fruit, berries and nectar.
- Creating a varied vegetation structure.
- Structural diversity - varying heights, creating a shrub layer and ground floor layer.
- Use management methods such as coppicing that manage woodlands for wildlife.
- Using species of local provenance and strengthen local vegetation character.

Design and Permeability

- Activate the park and spaces.
- Create a series of outdoor destinations for people to enjoy. These spaces will be designed to allow people to meet each other and to support the growth of a strong community over time.
- Create new and enhanced cross valley links that are currently limited.
- Utilise the existing topography to create interesting and dramatic routes that feel integrated with the natural environment.
- Provide new lighting to key circulation routes to make the spaces feel safe and welcoming at all times.
- Establish a circular connected and accessible route to the park edge that is well lit and connects all new development plots to the park.

3.15 In addition to the above, significant consideration is being given to managing existing and new woodland as a place for wildlife. Much of the wildlife within our woodlands relies on active management to provide a mix of different habitats. Without some form of management many of our woodlands will become dark, over-shaded and dominated by big mature trees without any variation in structure, age or cover. Ultimately this reduces the amount of wildlife that can live in them. The emerging proposals for St Catherine's Wood are looking at restoring the woodland structure to support the diverse range of habitat types existing today and, where possible, look to provide additional habitats, supporting an increased range of species of the following that will ultimately improve the site's biodiversity:

- Badgers.
- Birds.
- Otters and Water voles.
- Hedgehogs.
- Bats.
- Amphibians.
- Reptiles.
- Invertebrates.

HIF Flood Defence and Alleviation Works (Application 3)

- 3.16 The restoration of the River Irk is key for the success of the Red Bank Neighbourhood. Although there have been significant improvements in water quality over the years, its re-naturalisation is fundamental for habitat creation and the return of life in and around the River Irk, as well as allow for new residential development to be built in the area.
- 3.17 Application 3 will focus on providing new flood defences as well as improvements to the river's water quality and bringing life back to the river. Key aims include:
- Making the river more naturalistic and less engineered in order to improve and create habitats, but also make access better for people.
 - Delivering positive environmental change will increase biodiversity, benefiting many species.
 - The trout could be used as a flagship species for the river, along with other species – a powerful metaphor for positive change.
 - Parts of the river are dominated by invasive species – Japanese Knotweed and Himalayan Balsam – and there is a long term commitment to keep the invasive species under control.
 - Comprehensive measures to achieve flood resilience to safeguard new and existing homes.

Red Bank Neighbourhood Application (Application 4)

- 3.18 The emerging vision for the Red Bank Neighbourhood Application is to deliver:
- Approximately 4,000 new homes across a range of tenure types and sizes, including affordable homes, set within high quality public realm;
 - New community facilities; and
 - Low carbon neighbourhood that delivers development in a sustainable way.
- 3.19 The below diagram sets out some of the initial thoughts and ideas that have been developed for the Red Bank Neighbourhood, including how the potential residential development plots (in white) will sit alongside the regeneration of St Catherine's Wood, the Red Bank Viaduct, and surrounding green streets and spaces.



Figure 8: Place-making at the Red Bank Neighbourhood including public realm and residential plots

Summary

- 3.20 Red Bank Neighbourhood is the first significant phase of delivering new residential neighbourhoods and public realm pursuant to the approved SRF for Victoria North. It is intended that Red Bank will be transformed into a sustainable residential-led neighbourhood that can deliver approximately 4,000 new homes, together with new community facilities, improved green space, new walking and cycling routes, improvements to the River Irk, and low carbon development.
- 3.21 MCC has secured £51.6m of Government Funding through the HIF to deliver critical infrastructure and enabling works within the Red Bank Neighbourhood. However, a key condition of the funding is that the spend availability period runs until March 2024. Consequently, the proposed advance infrastructure enabling works are critical to achieving the HIF programme, facilitating an early start on site and clearing a path for the main infrastructure, flood works and, ultimately, residential development proposed by successive prospective planning applications at the site.

4. Site Context

- 4.1 This section sets out the historic context and provides a detailed description of the site subject to this planning application and its surrounding area.

The Enabling Works Site

- 4.2 The application site extends to approximately 2.83ha and comprises an irregular shaped parcel of land. The site is a long thin parcel of land to the east of Red Bank and the southeast of Honey Street, to the east of the Strangeways district on the northeast side of Manchester. It is located to the north-east of Victoria Station, Manchester and largely follows the route of the former Prestwich Branch of the Lancashire and Yorkshire Railway, which started at Victoria Station to the south-west before heading north-west. A Site Location Plan is shown below (Figure 2).

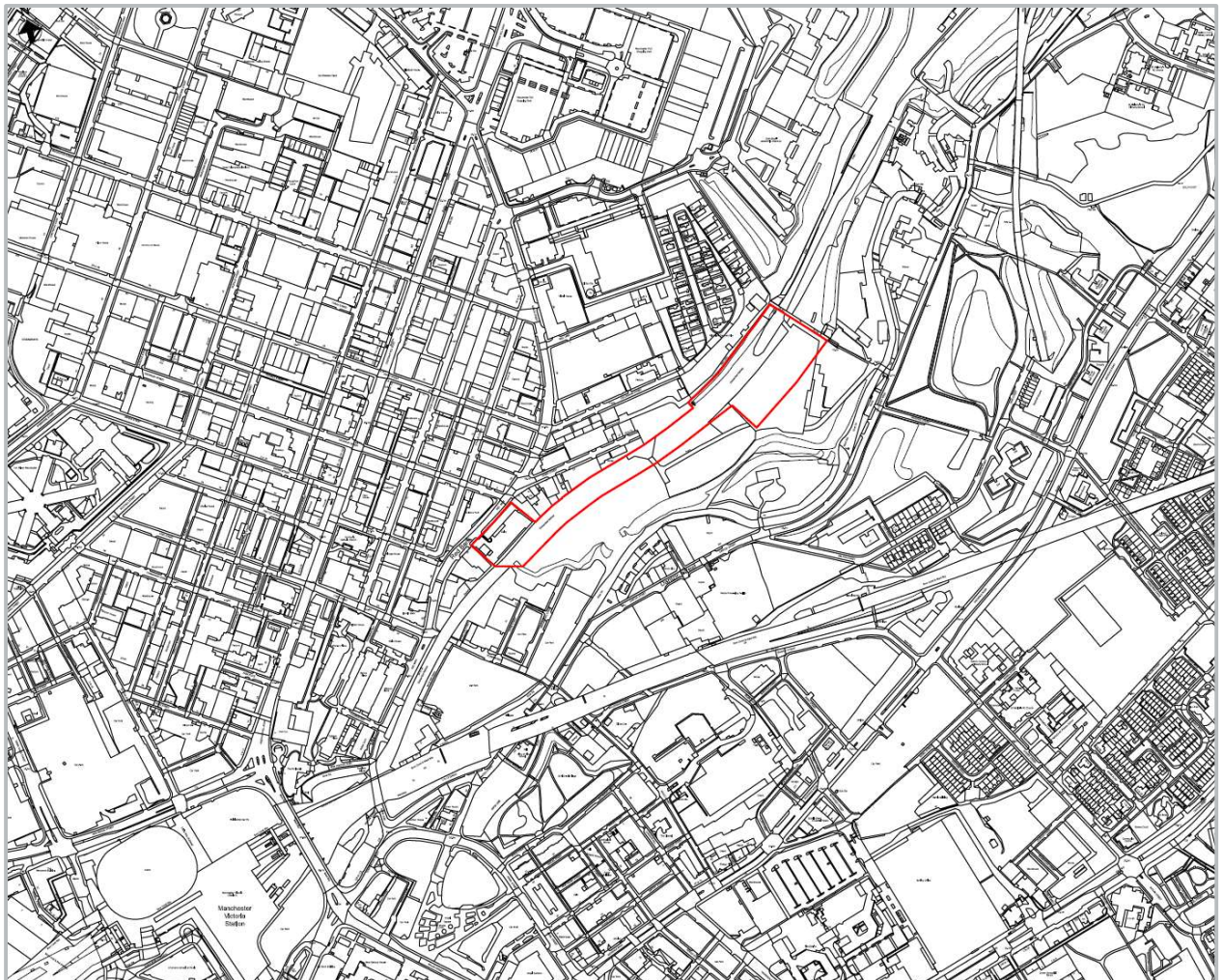


Figure 9: Enabling Works Location Plan

- 4.3 The wider Victoria North site has a legacy of more than 150 years of industrial uses and Victorian and pre-Victorian infrastructure, with modified waterways; significant operational and redundant rail

infrastructure; limited sewerage, water, electricity and gas infrastructure; and contaminated sites associated with textile manufacturing and other heavy industries. The proposed enabling works development is on the site of the old railway line, sidings and carriage shed and previously formed part of the East Lancashire Railway running from Manchester Victoria Station northwards past Queen's Road and Cheetham Hill Junction before continuing on to Bury. We understand the use of the railway line ceased in the 1950s or early 1960s and the site has been vacant and unused for a significant period of time.



Figure 10: Route of the former railway line

- 4.4 The site in its current form comprises former railway sidings and a mix of trees and scrub, with significant areas of hard standing located to the north-eastern and south-western extents which would have previously been occupied by built development. The western-most area of the site south of Red Bank is currently occupied by the site of the former Creamline Dairies which comprises two vacant 20th Century industrial buildings.



Figure 11: Former Creamline Dairies site including existing access from Red Bank

- 4.5 Immediately south of the former Creamline Dairies site there is a significant change in topography. An existing masonry retaining wall c. 5m in height is located between the former Creamline Dairies site and the former railway line to the south.



Figure 12: Section of retaining wall south of Creamline Dairies

- 4.6 To the north-east of Creamline Dairies the site is characterised by naturally regenerated silver birch and willow trees. Whilst it is recognised that the tree cover does have some limited ecological and landscape value, it is almost exclusively dense groups of young to middle age self-set silver birch and willow which are very compact and tall narrow specimens. The tree cover on site is, therefore, characterised as being low value and many of the tree groups have been subject to a large amount of clearance with felled stems piled along the edge of the retained trees.



Figure 13: Typical tree cover on site showing areas of clearance

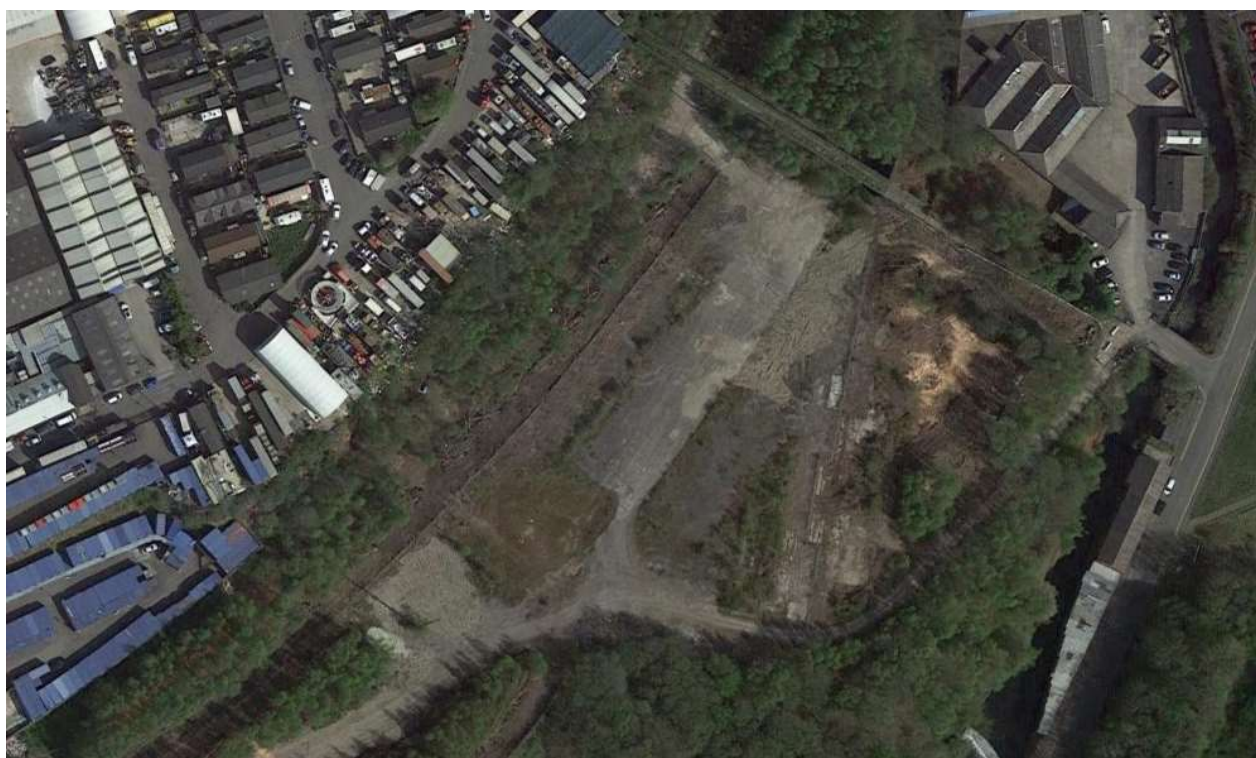


Figure 14: Extensive open hardstanding to north-eastern area of site

- 4.7 The north-eastern area of the site is occupied by a large area of hardstanding with some sporadic self-seeded tree and vegetation cover.
- 4.8 The site has limited public access, however, antisocial behaviour is an issue in the area owing to its sheer scale, dearth night-time uses/ activity and associated lack of surveillance.

Statutory Designations

- 4.9 The site is not located within a Conservation Area, nor are there any in the immediate vicinity. Furthermore, the site itself does not contain any listed buildings. However, there are 16 Grade II listed buildings and one Grade II* listed building within a 500m radius of the site. Full details of these are set out in the heritage statement submitted with the planning application.
- 4.10 The site sits entirely in Flood Zone 1, where a low probability (0.1% or less) of flooding from the river or the sea is anticipated.
- 4.11 There are no Tree Preservation Orders, ancient woodland, veteran trees or arboreal Habitats of Principal Importance within the site.

Surrounding Area

- 4.12 To the east and south of the application site are areas of hardstanding, trees and vegetation, beyond which is the River Irk. The area surrounding the site to the north and west is more urbanised in character, occupied by hotels, restaurants, commercial developments, and industrial and residential uses.
- 4.13 The site is located c. 1600 metres northeast of Manchester City Centre and occupies land between the railway located c. 230 meters to its south and Red Bank and Honey Street c. 56 metres to its north. The River Irk, situated to the south-east of the site flows from the north-east to the south-west before joining the River Irk. The site's north-eastern boundary abuts a public right of way (Name: FFP 108) which crosses the area of former sidings on an arched stone bridge.
- 4.14 As detailed at Section 2 of this Statement, the site sits within a wider strategic regeneration context, being part of the Victoria North initiative; one of the largest regeneration projects within the UK. Over the next 15 to 20 years, the surrounding area will be the subject of substantial change, with the delivery of approximately 15,000 new homes, in addition to employment, social, community, cultural and ancillary uses set to come forward.

Planning History

4.15 The planning history of the site, based upon a search on MCC's planning application database, is detailed below. No planning applications have been identified at the site within the last five years. The following applications have been made at the site within the last 30 years:

- 088693/FO/2008/N1 - Application for temporary consent for up to 3 years for office accommodation associated storage containers and enabling works in association with Queens Road Metrolink depot operations – Temporarily Approved 15/05/2009
- 080765/VO/2006/N1- CITY COUNCIL DEVELOPMENT erection of temporary caravan park to provide alternative accommodation for existing caravan parks for an 18 month period – Approved 22/12/2006
- 063265/FO/NORTH1/01 - Construction of a single storey steel portal frame building – Approved 16/11/2001

Summary

- 4.16 The application site extends to 2.66ha and comprises an irregular shaped parcel of land within the administrative boundary of MCC, to the north-east of Victoria Station. The site has a long history of industrial uses, but, today, the site predominantly comprises a mixture of trees and scrub, with areas of hard standing located to the north-eastern and south-western extents of the site. Two 20th century buildings occupy the south-western corner of the site where it abuts the south side of Red Bank.
- 4.17 Significant change and regeneration are planned for the surrounding area as presented in the Northern Gateway SRF and this planning application will facilitate an early start on site and clear a path for the main infrastructure, flood works and, ultimately, residential development proposed by successive prospective planning applications at the site.

5. Proposed Enabling Works

- 5.1 This section provides a description of the proposed enabling works. The application seeks full planning permission for:

“City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood.”

- 5.2 A key condition of the HIF funding that has been secured by MCC is that the spend availability only runs until March 2024, by which time the infrastructure and enabling works must be completed. Therefore, the infrastructure and enabling works required at the site will be split into multiple planning applications.

- 5.3 This planning application comprises the initial HIF Infrastructure enabling works and will facilitate, critically, the prompt start on site and clear a path for the main infrastructure, flood works and, ultimately, residential development proposed by successive prospective planning applications at the site. In addition, planning permission for the initial advanced enabling works is required so that the necessary work to trees and hedgerows can take place before the 2022 bird nesting season (March to August inclusive). The works will be completed over a period of approximately six months.

- 5.4 The enabling works that are the subject of this planning application comprise:

- The demolition of Creamline Dairies including partial demolition of the c. 5m high retaining wall between the Dairies site and former railway line to the immediate south-east;
- Tree and shrub clearance to facilitate the construction of a temporary haul road; and,
- The construction of the temporary haul road.

- 5.5 Each component of the planning application is described below.

Demolition of Creamline Dairies

- 5.6 The Enabling Works Demolition Plan (Plan Reference: VNIF-ARP-00-YYY-DR-0001 Rev P01.01) (Figure 3) shows the structures that are proposed to be demolished within the curtilage of the site. These include the vacant buildings associated with the former Creamline Dairies operation as well as a section of a c. 5m high retaining wall between the Dairies site and the former railway sidings to the immediate south-east. Demolition of the retaining wall is necessary to facilitate construction of the proposed new haul road which will extend north-eastwards from the Dairies site.

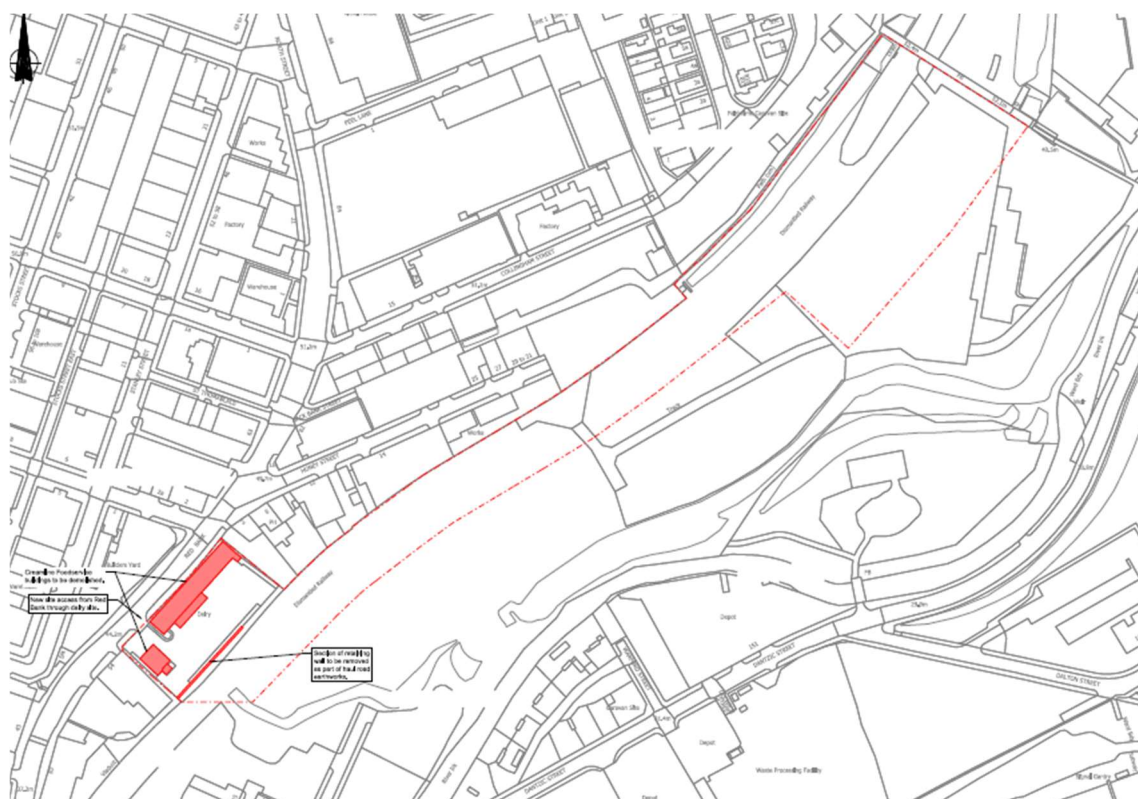


Figure 15: Enabling Works Demolition Plan (extent of demolition shown in red)

- 5.7 A Demolition Method Statement prepared by the demolition contractor, PP O'Connor, is submitted with the planning application and sets out the proposed methodology and sequencing of the demolition works at the Creamline Dairies site.

Tree and shrub clearance

- 5.8 Given the extensive period of time that the land has been vacant and unused since its former use as railway sidings, much of the HIF Infrastructure enabling works application site (excluding Creamline Dairies) is currently occupied by self-seeded silver birch and willow trees and other vegetation. In order to facilitate construction of the temporary haul road required for the HIF infrastructure works to take place, tree and vegetation removal is required along the proposed route of the road.
- 5.9 A detailed tree survey has been undertaken in support of the planning application which confirms that the proposed initial enabling works will result in the loss of 1.05ha of semi-natural broad-leaved woodland on the plateau to enable the delivery of the temporary haul road. Whilst there is some value to this area it has been concluded that the area of woodland to be lost is poor quality woodland in ecological terms, due to its young age, lack of species diversity and poor ground flora.
- 5.10 A mitigation strategy will be secured as part of this planning application for an overall enhancement of ecology and habitat creation across the wider Red Bank Neighbourhood project (covered by Applications 1 – 4), including a commitment to Biodiversity Net Gain of at least 10% across the whole

Red Bank Neighbourhood development project (delivered both on-site and off-site within 3 miles of this application site). A detailed Ecological Enhancement Statement is submitted which details the approach to ecological enhancement including biodiversity net gain and how this will be secured across the series of linked planning applications intended for the site.

Construction of the temporary haul road

- 5.11 The construction of a temporary haul road is proposed, as illustrated on plan reference: VNIF-ARP-00-YYY-DR-CH-1001 Rev P01.01 (Figure 4). The temporary haul road will be 750m in length (equivalent to an area of approximately 0.9ha) and will be constructed along the alignment of the old railway sidings.

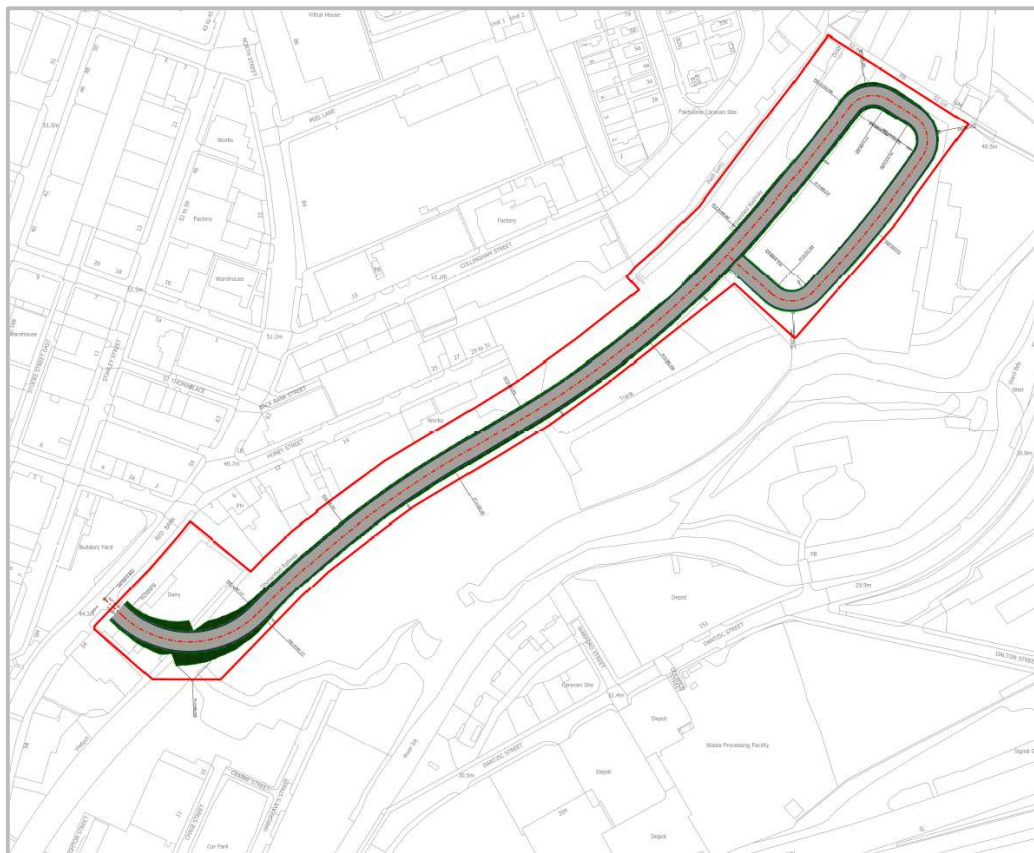


Figure 16: Enabling Works Demolition Plan

- 5.12 Construction of the temporary haul road is scheduled following demolition of the Creamline Dairies site and a section of the c. 5m high retaining wall to the immediate south-east. Excavation works for the road will commence at the Creamline Dairies end of the site and work north-eastwards towards the railway bridge area. The road will be constructed using imported aggregate material, capping material and tarmac.

Programme

5.13 On securing planning permission, it is anticipated that the enabling works will be completed over a period of approximately six months. The timing of the planning application and subsequent planning permission is required as part of the need for the wider HIF infrastructure works to be completed by the end of March 2024.

5.14 An indicative programme for the works is provided below:

- Mobilisation – January 2022
- Site establishment – January 2022
- Demolition of Creamline Dairies – February 2022
- Site/vegetation clearance – February to March 2022
- Construction of the temporary haul road – March to June 2022

Summary

5.15 This section has described the HIF infrastructure enabling works proposed as part of this full planning application which will be undertaken to prepare the area for future phases of the Red Bank Neighbourhood development, as detailed at Section 1, which will be the subject of a separate planning applications submitted to MCC in due course.

6. Community Consultation

6.1 This section is structured into a number of sub-sections and aims to:

- Provide an overview of national and local policy that is relevant to pre-application community engagement in Manchester;
- Summarise the public consultation for the proposed development undertaken; and
- Outline the comments received during the pre-application consultation and how these have informed the final proposals.

Planning Policy and Legislative Context

National Planning Policy Framework (2019)

6.2 The NPPF sets out that the purpose of the planning system is to help deliver sustainable development and in doing so should be a collective enterprise. The NPPF specifically promotes pre-application engagement and the frontloading of consultation, the purpose being to identify issues that can be resolved at the pre-application stage enabling the planning system to function more effectively and efficiently.

6.3 As set out in this section, comprehensive stakeholder and community consultation has taken place prior to the submission of the planning application in full accordance with guidance set out within the NPPF.

Localism Act (2011)

6.4 The Localism Act provides the context within which the planning system operates. The Localism Act was given Royal Assent on 15 November 2011, setting out the Government's intention of shifting power from central Government back into the hands of individuals, communities and councils. The Localism Act introduced a number of changes to government policy including:

- Decentralisation and strengthening local democracy;
- Community empowerment; and
- Re-booting of the planning system including neighbourhood planning.
- This Act places a responsibility on applicants to:
- Consult communities, having regard to any advice that their local planning authority may provide;

- Consider any responses before they finalise proposals and submit their applications; and
- Account for how they have consulted the local community, what comments they have received and how they have taken those comments into account.

Manchester City Council's Pre-Application Engagement Expectations

- 6.5 On 11 June 2018 the Council adopted a refreshed Manchester Statement of Community Involvement ("MSCI") which sets out how residents and other stakeholders can get involved in the preparation of planning policies, frameworks and neighbourhood planning processes in Manchester.
- 6.6 For significant development proposals the MSCI encourages developers to involve the community prior to the submission of the planning application. The responsibility is placed upon the developer to ensure that appropriate pre-application consultation is carried out.
- 6.7 The Applicant's approach to pre-application consultation was underpinned by the general principles set out within the MSCI. A summary of consultation activities undertaken by the Applicant is set out in the remainder of this section of the Planning Statement.

Consultation with Key Stakeholders and the Community

- 6.8 There has been extensive consultation with Key Stakeholders and the local community on the wider vision and emerging proposals for Victoria North during the preparing of the SRF, including the principles for development in Red Bank, new public realm, and the City River Park.

Red Bank Neighbourhood

- 6.9 The first public consultation on the JV's vision for the wider Red Bank Neighbourhood was undertaken in October 2021 and comprised:
- **Consultation website** - A website with all the latest news, consultation documents and feedback questionnaires in an accessible format (www.redbank-regeneration.co.uk) went live on Thursday 14th October 2021. The information displayed at events and the online consultation survey were added on 21st October. The consultation website provided interested persons with the opportunity to register to receive updates via email and included a contact telephone number (08081 699993) and email address (info@redbank-regeneration.co.uk). An online feedback form was also made available on the website. The online survey was open until Thursday 4th November 2021.
 - **Consultation leaflet** - The distribution of a consultation leaflet to 3,126 properties. The leaflet included details of the proposals, the consultation website and the consultation events being held, in addition to providing a telephone number and email address.

- **Consultation Events** - The hosting of two consultation events, which were held at GRUB, 50 Red Bank, Manchester, M4 4HF, a commercial space on Red Bank, on 21st and 22nd October 2021. The consultation events offered the opportunity for persons to learn more about the vision for Red Bank and the ideas for St Catherine's Wood. It also provided an opportunity for the design team to gather views about how local people use St Catherine's Wood at the minute and to understand how people would like to use the space in the future. Information was displayed on boards covering:
 - The Joint Venture, Victoria North and the Strategic Regeneration Framework
 - The vision for Red Bank and the City River Park
 - The Red Bank Neighbourhood
 - HIF investment and enabling works
 - Proposals for improving the quality of the natural environment and restoring the River Irk
 - Early proposals and ideas around placemaking, activation, movement and connectivity
 - The timescale for future planning applications and future consultation

6.10 This initial stage of consultation saw a total of 20 responses. This included 13 responses through the online survey form, 3 paper forms collected at events and 4 emails. Most respondents were individuals who identified as local residents.

6.11 Feedback was generally positive, with support for the vision for the Red Bank Neighbourhood and the City River Park, and improvements to the area more generally. There was also strong support for each of the proposals for restoring the River Irk and the uses and activities listed in relation to the park - particularly nature trails, seating and cycle lanes. In terms of movement and connectivity, there was particular support for new and enhanced cross valley links, including new bridges over the river. A small number of comments expressed concern about noise, light pollution and other disturbance as a result of construction works, as well as tree loss from St Catherine's Wood. These comments and all other feedback will be considered as part of the development of design proposals, as well as strategies for mitigation.

6.12 Due to the complexity of the regeneration proposals at the Red Bank Neighbourhood, the consultation material made it clear that a series of planning applications would be proposed to set out the infrastructure, park and residential ambitions for the neighbourhood and provided a consultation timeline. It was clearly stated that from October 2021 and continuing into mid-2022, persons will have the opportunity to provide their views and influence the plans at several different stages. The first stage of consultation closed on 4th November 2021.

HIF Infrastructure Enabling Works

- 6.13 The wider consultation on the Red Bank Neighbourhood including a board setting out an overview of the HIF investment and the need for enabling works. Whilst the consultation material did not include full details of the proposals for the HIF Infrastructure enabling works, it did make reference to the need for a phased approach to planning applications for the Red Bank Neighbourhood and the submission of an initial HIF enabling works application in 2021. No comments were received specifically on the HIF enabling works.

Consultation with MCC Officers

- 6.14 Pre-application meetings were held with MCC Planning Officers on 27th August 2021 and 13th October 2021 to discuss the proposed planning strategy, the scope of the Environmental Impact Assessment (EIA), and the content and acceptance of the proposed HIF infrastructure enabling works. During the pre-application meetings, it was agreed that an EIA would be submitted. Other matters discussed and agreed included the required scope of the planning application submission and key technical matters to address. Officers also confirmed agreement to the proposed public consultation strategy, which is detailed above.

Consultation with Key Stakeholders

- 6.15 Various consultation meetings or correspondence has taken place with key stakeholders relating both to the HIF Infrastructure enabling works and the wider Red Bank Neighbourhood project. These have included:
- Other departments within MCC (on both the vision for the Red Bank Neighbourhood and the proposed HIF Infrastructure enabling works);
 - GMEU (on both the vision for the Red Bank Neighbourhood and the proposed HIF Infrastructure enabling works);
 - The Environment Agency (on both the vision for the Red Bank Neighbourhood and the proposed HIF Infrastructure enabling works); and
 - The Friends of St Catherine's Wood (on the vision for the Red Bank Neighbourhood).
- 6.16 A virtual meeting was held with GMEU on 2nd November 2021 to discuss specifically the HIF infrastructure enabling works and the strategy for ecological mitigation within the wider Red Bank Neighbourhood. GMEU accepted the strategy in principle and considered that appropriate mitigation

could be secured through the four planning applications envisaged for the Red Bank Neighbourhood project.

Summary

- 6.17 The Applicant has sought to work proactively with MCC, key stakeholders and the community through early pre-application discussions regarding the wider Red Bank Neighbourhood proposals, including the need for an initial HIF infrastructure enabling works planning application. It was made clear that the purpose of this initial stage of consultation was to introduce the vision for the Red Bank Neighbourhood and the consultation process ahead; gather initial feedback to guide the design of St Catherine's Wood at the heart of the new neighbourhood; and to make people aware of the submission of an enabling works planning application to secure safe access to the site and ensure future infrastructure works can be delivered as early as possible, in accordance with the strict HIF funding deadlines.

7. Planning Policy Framework

- 7.1 This section sets out the relevant national and local planning policy and other material considerations that the proposed development will be assessed against.

Development Plan

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with policies contained within the Statutory Development Plan unless material planning considerations indicate otherwise. In this case the Development Plan for MCC comprises:

- The Manchester Core Strategy (adopted July 2012) and Proposals Map; and,
- Saved policies from the Unitary Development Plan (2004).

Manchester Core Strategy

- 7.3 The Manchester Core Strategy was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.
- 7.4 The Manchester Core Strategy divides the city into five regeneration areas in addition to the City Centre. The site is located within the North Manchester Regeneration Area. The site is also identified as being within an 'Inner Area' (Policy SP 1).
- 7.5 **Policy SP 1 – Spatial Principles** - provides the key spatial principles that will guide the strategic development of Manchester to 2027. Beyond the Regional Centre and Manchester Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- 7.6 **Policy H 3 – North Manchester** - states that North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of the new residential development in Manchester. Priority will be given

to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes as well as along high frequency public transport routes. Paragraph 9.18 of the justification text states that much of the land in North Manchester is of low value or in need of remediation.

- 7.7 The above policies provide the context for residential development at the wider Victoria North and Red Bank Neighbourhood sites, which the proposed HIF Infrastructure enabling works are a critical part of. A key condition of the funding is that the spend availability period runs until March 2024 and, therefore, practical completion of the infrastructure and enabling works by this date is imperative.

Other Relevant Core Strategy Policies

- 7.8 **Policy EN 9 – Green Infrastructure** – states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It states that where the opportunity arises, and in accordance with current Green infrastructure Strategies, the Council will encourage developers to enhance the quality and quantity of green Infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
- 7.9 **Policy EN 14 – Flood Risk** – requires a site-specific Flood Risk Assessment in line with national guidance.
- 7.10 **Policy EN 16 – Air Quality** – states that the Council will seek to improve the air quality within Manchester and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport.
- 7.11 **Policy EN 18 – Contaminated Land and Ground Stability** – states that the Council will give priority for the remediation of contaminated land to strategic locations as identified within the Core Strategy.
- 7.12 **Policy DM 1 – Development Management** – states that all development should have regard to specific issues including, inter alia:
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
 - Vehicular access and car parking;

- Flood risk and drainage; and,
- Existing or proposed hazardous installations.

Relevant Unitary Development Plan (UDP) Policies

- 7.13 The Manchester UDP was adopted by the Council in July 1995. The Manchester Core Strategy replaces significant elements of the UDP.
- 7.14 **Citywide Development Control Policy DC20.1** – Archaeology – states that the Council will give particular careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interest, to ensure their preservation in place.
- 7.15 **Citywide Development Control Policy DC26.1** – Development and Noise – states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visit, the City.
- 7.16 **Citywide Development Control Policy DC26.2** – Development and Noise – states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings) such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced.

Other Material Considerations

- 7.17 There are a series of other planning policy guidance documents at a local and national level that are relevant to the determination of this application, including:
- Regeneration Frameworks;
 - The emerging Places for Everyone Joint Development Plan Document;
 - Emerging Manchester Local Plan;
 - The National Planning Policy Framework ('NPPF') (July 2021); and
 - Planning Practice Guidance (last updated June 2021).
- 7.18 A summary of the documents listed is set out below.

Regeneration Frameworks

Manchester Northern Gateway Strategic Regeneration Framework (2019)

- 7.19 The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13th February 2019 and is a material consideration for all relevant planning applications within the Northern Gateway (now known as 'Victoria North'. The SRF proposes seven interconnected neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and Eggington Street and Smedley Dip. The regeneration of the Northern Gateway will need to effectively integrate these neighbourhoods, providing critical connections and achieving high-quality place making, to ensure comprehensive regeneration in the north and east of the city. The SRF sets out a vision to deliver approximately 15,000 homes supported by social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

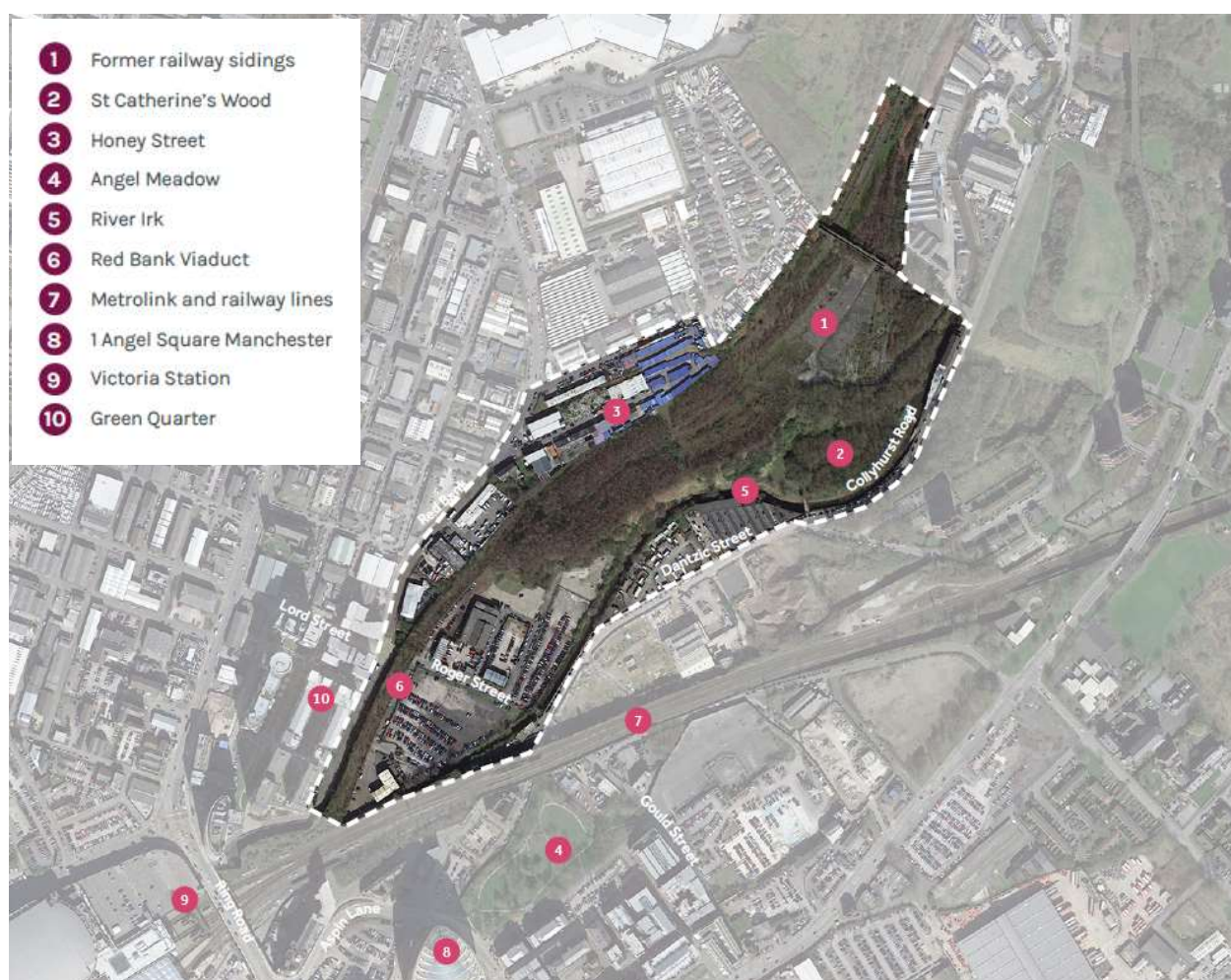


Figure 17: Red Bank Site Diagram from Northern Gateway SRF

- 7.20 According to Figure 16 ('Northern Gateway neighbourhoods') of the SRF, the site is located entirely within 'Red Bank'. The SRF states that, "Red Bank will be a residential-led neighbourhood, where the unique

topography and river setting will make it a suitable location for high-density development, set in a green valley that is punctuated with industrial heritage and an extensive, but currently under-utilised landscape” (p.129).

Lower Irk Valley Neighbourhood Development Framework (2016)

- 7.21 This Neighbourhood Development Framework (‘NDF’) has now been replaced by the Northern Gateway SRF. In 2016, the NDF was prepared to guide the future development of the Lower Irk Valley in order to ensure a quality of new development and supporting public realm, highways and other community infrastructure that will result in a safe, accessible, vibrant, unique and sustainable residential-led neighbourhood.

North Manchester Strategic Regeneration Framework (2012)

- 7.22 The North Manchester Strategic Regeneration Framework (‘NMSRF’) seeks to guide the future regeneration and development of North Manchester. It provides an updated analysis of the physical (Place) and socioeconomic (People) characteristics of the area and sets out the strategic context and policy framework that will underpin future activity in the six Wards of Charlestown, Cheetham, Crumpsall, Harpurhey, Higher Blackley, Moston and the South Collyhurst neighbourhood area of Miles Platting & Newton Heath.

SRF Context Summary

- 7.23 In summary, there is a comprehensive and positive strategic regeneration context which underpins and supports the remodelling of Victoria North.

Emerging Places for Everyone Joint Development Plan Document

- 7.24 Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The Plan was considered at the Places for Everyone Joint Committee on July 20, 2021 and was subsequently approved by each of the nine districts for publication under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 7.25 The Plan is the result of a process that began as the Greater Manchester Spatial Framework (‘GMSF’) in 2014 and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the GMSF during 2021.

- 7.26 Consultation on the Publication Stage Plan took place between 9th August and 3rd October 2021. The Plan will now be submitted to the Secretary of State, together with all the supporting documents/background evidence and any representations received during this final stage of consultation. Independent Inspector(s) will then be appointed to undertake an independent examination into the Plan.
- 7.27 The Plan seeks to focus significant growth and delivery of new residential homes on brownfield land, such as Victoria North.

Emerging Manchester Local Plan

- 7.28 MCC is beginning a review of the Core Strategy and the saved policies from the Unitary Development Plan. The first stage of consultation on the Local Plan Issues document was recently consulted on between 7 February and 1 May 2020. Given that the new Local Plan is at a very early stage and there are currently no draft policies to assess, it can be afforded no weight in the decision-making process at this time.

The National Planning Policy Framework

- 7.29 The National Planning Policy Framework ('NPPF') was first published on 27th March 2012. On 24th July 2018, the Government published updated NPPF guidance. This has since been updated further in February 2019 and, most recently, in July 2021. The NPPF is a material consideration in the determination of planning applications.

- 7.29.1 **Paragraph 11** of the NPPF relates to sustainable development and states that:

"Plans and decisions should apply a presumption in favour of sustainable development... For decision-taking this means:

- *approving development proposals that accord with an up-to-date development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date¹, granting permission unless:*
 - *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed², or*

¹ This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

² The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an

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

7.30 Paragraph 60 of the NPPF relates to delivering a sufficient supply of homes and states that,

"To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."

7.31 Section 11 of the NPPF seeks to make efficient use of land and Paragraph 117 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment.

7.32 Paragraph 118 states that planning policies and decisions should give substantial weight to the value of using suitable brownfield and should promote and support the development of under-utilised land and buildings.

7.33 Paragraph 174 deals with the natural environment and states that planning policies and decisions should contribute to and enhance the natural and local environment by (among others) minimising impacts on and providing net gains for biodiversity and helping to improve local environmental conditions.

Planning Practice Guidance

7.34 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance ('PPG') as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. The PPG is regularly updated and is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the NPPF. It is therefore a significant material consideration in the determination of the application.

Summary

7.35 This Section of the SPS has identified a series of Development Plan Documents and other material considerations to be considered in the determination of the application. The proposals are for enabling

Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.

works that will prepare the site for residential development in accordance with adopted planning policies and guidance and a comprehensive and positive strategic regeneration context.

8. Appraisal of the Proposals

- 8.1 This section of the SPS assesses the proposed enabling works against the relevant policies of the Development Plan and other material considerations described in Section 7 of this SPS. The following key considerations are addressed:

Strategic Regeneration Context

- 8.2 Regeneration is an important planning consideration and one of MCC's stated priorities for ensuring continued economic growth is ensuring the continued social, economic and environmental regeneration of the City (Policy EC 1). Over the past fifteen years MCC has successfully regenerated areas such as Piccadilly, Spinningfields, Manchester Central, the North Quarter, the Civic Quarter and Castlefield. Victoria North is now a strategic regeneration priority for MCC, being a unique opportunity to deliver transformational regeneration on an unprecedented scale in Manchester, helping to fulfil its potential as a truly innovative, sustainable and world-class city, and having the potential to unlock significant residential-led development that will positively contribute to the growth of Manchester and the wider city region. Sections 2 and 3 of this SPS sets out the regeneration context relevant to the application site in more detail. The prompt start and early delivery of key HIF infrastructure works is fundamental to delivering the strategic vision for Victoria North.
- 8.3 This application represents the first crucial step in the delivery of the Red Bank Neighbourhood development project: one of the first major phases of delivering the Victoria North vision through a new sustainable, residential-led neighbourhood, which reinvigorates the green spaces along the River Irk Valley and brings nature into the city.
- 8.4 At present, the Red Bank area suffers from a legacy of former industrial uses, has poor access routes and very limited water and electricity supply. Therefore, a comprehensive programme of infrastructure investment is required to facilitate development. Having secured £51.6m of HIF funding, MCC is ready to deliver critical infrastructure and enabling works within the Red Bank Neighbourhood, which will in turn allow for an early start on site and the delivery of main infrastructure, flood works and, ultimately, residential development as part of future planning applications at the site. Therefore, the proposals will catalyse the successful regeneration of the Red Bank Neighbourhood, allowing for development to commence and for the necessary funding to be drawn down to enable successive phases of development to be realised, contributing positively to the continued social, economic and environmental regeneration of the City. This is in accordance with Core Strategy Policy EC 1, and the delivery of a new residential neighbourhood and City River Park is in line with the SRF.

Principle of Development

- 8.5 Whilst there are no specific policies relating to undertaking enabling infrastructure works, it is acknowledged in Policy H3 of the Core Strategy that the land in North Manchester is of low value and in need of remediation to allow future residential development. In particular, the site is within an area affected by the legacy of more than 150 years of industrial uses and Victorian/pre-Victorian infrastructure, with modified waterways; significant operational and redundant rail infrastructure; limited sewerage, water, electricity and gas infrastructure; and contaminated sites associated with textile manufacturing and other heavy industries. As a result, a comprehensive programme of infrastructure investment is required to facilitate development where works cannot be taken forward on a piecemeal, site by site basis, and are not viable for the private sector to fund in isolation.
- 8.6 Planning permission for the HIF infrastructure advanced enabling works is required so that the necessary work to trees and hedgerows can take place before the 2022 bird nesting season (March to August inclusive) and so that a practical start can be made on the main infrastructure works to ensure their delivery by March 2024 (the spend availability period for the HIF. Delays to the approval and delivery of the enabling works will place the wider infrastructure works and the ability to access the £51.6m of HIF funding at risk with associated impacts on the ability to deliver the wider Red Bank Neighbourhood project.

Trees and Ecology and Mitigation/ Enhancement

Arboricultural Assessment

- 8.7 A large proportion of the enabling works application site is covered by self-seeded trees and vegetation. This includes semi-natural, broad-leaved woodland that has grown on the plateau that was formerly railway sidings. As set out earlier in this document, the proposed enabling works will include an element of tree and shrub clearance to facilitate the construction of the temporary haul road. Detailed ecology and arboricultural surveys have been undertaken at the site by suitably qualified professionals, with the findings presented in full within the ES that is submitted with this planning application.
- 8.8 A summary of the findings of these technical reports is set out below:
- The existing trees on-site are extremely close together and densely spaced.
 - If no development was proposed, proper management of the area as a woodland would require in the region of a 30% thinning of the current trees on-site.
 - The existing trees are almost exclusively self-seeded silver birch that are only present due to vacant and redundant nature of site

- The existing trees provide very little landscape or biodiversity value
- The existing trees are not performing a significant role in carbon sequestration
- Of the existing tree canopy coverage on site, over 99% has been classified as forming part of groups of Category C trees, described as *“trees of low quality, typically with at least a short remaining lift expectancy; unremarkable trees; young or small trees that could be replaced.”*
- There is a single tree identified that is classed as Category B.

8.9 The site is previously developed and has a long history of industrial use. Accordingly, the existing woodland and vegetation on site is self-set low quality tree stock. Whilst there are no Tree Preservation Orders, ancient woodland, veteran trees or arboreal Habitats of Principal Importance within the site, and the AIA confirms that almost all the trees to be removed are low quality (Category C) by virtue of their size or condition and their self-set nature, it is acknowledged that the trees do have some value as habitat with some limited landscape value as well.

8.10 This planning application at the site for HIF infrastructure advanced enabling works will result in the loss of 1.05ha of semi-natural broad-leaved woodland as illustrated on Drawing 2 ('Tree Works Plan') of the AIA, which is appended to the submitted ES. Whilst there is some value to this area it has been concluded that the area of woodland to be lost is poor quality woodland in ecological terms, due to its young age, lack of species diversity and poor ground flora.

8.11 Whilst tree removal is required to enable construction of the temporary haul road, new planting is not proposed as part of this planning application which covers only the HIF infrastructure advance enabling works.

8.12 That said, this is the first of a series of planning applications to be submitted by the JV for the wider Red Bank Neighbourhood, and that development project as a whole has significant opportunities to provide extensive ecological enhancement including tree planting as part of these subsequent applications to mitigate the loss of low quality tree stock proposed by this first application.

Ecology Assessment

8.13 Chapter 7 of the submitted ES assesses the effects of the proposed development on ecology and nature conservation and should be read in conjunction with this Statement. The assessment identifies the semi-natural woodland as the main ecological feature at the site, albeit with a low value, with two further ecological features being the potential for bat foraging/commuting and breeding birds.

8.14 The application will include a small area of loss of relatively young semi-natural woodland and its associated impact on bat foraging/commuting and loss of breeding bird habitat. These effects cannot

be mitigated for under proposals included in Application 1 in isolation, due to the nature of the proposed enabling works. However, as set out below, the JV is committed to ecological enhancements across the whole Red Bank Neighbourhood development project. In addition, if the redevelopment of the wider Red Bank Neighbourhood does not take place within a certain period of time of the completion of the HIF infrastructure enabling works, MCC commits to securing a mitigation strategy to ensure no biodiversity net loss associated with the enabling works application in isolation, with a preference for enhancing existing nearby habitats owned by MCC such as St Catherine's Wood, stretches of the river valley further north, or Sandhills Park.

Ecological Enhancement Strategy

- 8.15 As described earlier the proposals, however, form an integral part of the wider Red Bank Neighbourhood development project that will include sufficient landscaping measures, including habitat creation and enhancement, to compensate for the negative impacts in this first application. Importantly, whilst there will be no mitigation proposed as part of this application, any planning permission will secure a commitment to a detailed site wide ecological enhancement strategy for the Red Bank Neighbourhood including an overall commitment to Biodiversity Net Gain of at least 10% across the holistic development project.
- 8.16 Each application submitted by the JV partners as part of the Red Bank Neighbourhood project will deliver various elements of the overall strategy for removal of existing features on the site (where required) and delivering new replacement ecology, tree planting, and habitat creation. This is broadly summarised in the table below, with the various aspects of these works described in more detail within the submitted Ecological Enhancement Statement:

Application No. *	Description of Proposals	Extent of Ecological Works	Timescale for Submission	Timescale for Delivery
1	Enabling HIF Infrastructure Works	Removal of trees and habitat to plateau area	Nov '21	June '22
2	Main HIF Infrastructure Works	- Removal of trees and habitat to plateau area and embankments - Delivery of 5ha of the wider City River Park - New tree planting and ecological enhancements to St Catherine's Wood	Q1 '22	March '24
3	HIF Flood Defence and Alleviation Measures	River naturalisation and ecological enhancement	Q3 '22	March '24
4	Red Bank Neighbourhood Application	New ecological enhancements with new tree planting, greening and enhancements to new streets.	Q2/Q3 '22	'23 – '33

* note that the application numbering does not refer to any particular sequencing of submissions

8.17 As stated above, as part of the ecological enhancement strategy the JV are committed to an increase in Biodiversity Net Gain across the completed Red Bank Neighbourhood development of at least 10% in line with the Environmental Act. The JV and its appointed Ecologists (TEP) have used a series of assumptions based on the current condition of the site (the baseline) and the emerging designs for the Red Bank Neighbourhood across the four separate planning applications and applied this to the recognised Biodiversity Metric. This has allowed the baseline position to be set and the requirements identified to achieve at least a 10% BNG, with an indication provided as to how this could be delivered within the Red Bank Neighbourhood and on off-site locations. A BNG Report prepared by TEP is included with the submitted Ecological Enhancement Statement.

Securing the Mitigation Strategy

8.18 It is proposed that this first planning application for the wider Red Bank Neighbourhood will secure the following commitments from the JV:

- If the redevelopment of the wider Red Bank Neighbourhood does not take place within a certain period of time of the completion of the enabling works, the habitat loss relating solely to the advance HIF enabling works (Application 1) will be mitigated in line with a strategy submitted for approval in writing by the City Council. The strategy will outline measures in order to ensure no biodiversity net loss relating to Application 1, with the preference to provide the mitigation outside of the Application 1 redline boundary through enhancements to existing MCC owned habitats. This could include improvements to St. Catherine's Wood, stretches of the river valley further north, or Sandhills Park. These mitigation measures will then take place in accordance with a timescale agreed in writing with the City Council.
- To deliver 10% Biodiversity Net Gain across the Red Bank Neighbourhood project, including through off-site provision of ecological enhancement within up to 3 miles of the application site if necessary.
- A mechanism for securing the future monitoring of Biodiversity New Gain through the subsequent Red Bank Neighbourhood planning applications (i.e., Applications 2 – 4) to demonstrate how the detailed designs contribute to, and ultimately secure, the commitment to BNG of 10%.

8.19 It is anticipated these commitments will be discussed further with planning officers during determining this planning application.

Summary

8.20 MCC has secured £51.6m of Government Funding through the HIF to deliver critical infrastructure and enabling works within Victoria North. Planning permission for the initial advanced enabling works is

required so that the necessary work to trees can take place before the 2022 bird nesting season (March to August inclusive).

- 8.21 A series of technical assessments have been undertaken relating to trees and ecology which are submitted with this planning application as part of a detailed Environmental Statement. A detailed Ecological Enhancement Statement is also submitted which provides assurances that the JV is committed to providing significant ecological and arboricultural enhancements across the holistic Red Bank Neighbourhood project, including a commitment to achieve at least 10% Biodiversity Net Gain.
- 8.22 Accordingly, whilst this first planning application will result in a loss of habitat at the enabling works site, appropriate mechanisms will be put in place to secure mitigation for the tree and habitat loss as part of future applications or through the restoration of the land within this application's red line boundary.

9. Other Technical and Environmental Considerations

- 9.1 The compliance of the proposals against environmental and technical-based planning policies is considered within the comprehensive suite of individual technical reports undertaken and submitted in support of the planning application. A number of technical matters have been robustly assessed and the acceptability of the proposals in this regard is summarised below.

Flood Risk

- 9.2 A Flood Risk Assessment (FRA) has been prepared and is included as an appendix to Chapter 8 of the Environmental Statement (ES). The FRA summarises the flood risk due to all potential sources, assesses the impact of the development and recommends flood management measures to mitigate the impacts of the works.
- 9.3 The FRA sets out flood risk management measures for the proposed development. During and following the demolition of Creamline Dairies, flow regimes on this site are likely to be altered. This should be managed through practices such as bunding to direct surface water towards existing drainage. Additionally, the FRA states that the haul road should be designed to follow existing flow paths where possible to reduce the risk of flooding to neighbouring buildings and infrastructure. There is no existing drainage within the enabling works boundary, infiltration is therefore assumed to be the current primary drainage mechanism, this should be echoed in the design where possible. Where infiltration is not feasible, a connection should be made to drain the road to existing combined sewers within Roger Street.
- 9.4 Overall, the site is located within Flood Zone 1 and the risk from all sources, other than surface water, is considered to be low. Provided that best practice guidance, as outlined in Chapter 8 of the ES, for pollution prevention and surface water management is followed during the construction and operational phases, there will be no significant effects on the surface water environment.

Ground Conditions

- 9.5 Baseline conditions pertaining to ground conditions have been assessed as part of an Arup Desk Study (Appendix 9.1 of the ES). The information presented in Chapter 9 of the ES prepared by Avison Young is based on the results of two phases of intrusive site investigation undertaken by AEG and a number of previous investigations undertaken by others.
- 9.6 The ground conditions at the site have been assessed utilising available information. A number of geological, hydrogeological and contaminated land related impacts have been identified, of which the

main points of focus are related to potential for contamination in the soils beneath the site and potential for migration of contaminants into groundwater and the River Irk.

- 9.7 The effect of the potential impacts has been assessed in the context of the construction phase and operational phase. A number of risks have been identified associated with the ground conditions and the potential for contaminated land. Mitigation measures have been recommended to reduce these risks.
- 9.8 With the implementation of the recommended mitigation measures, a residual risk remains of the presence of unidentified contaminant hotspots within the site soils/groundwater and exposure of these contaminants to construction workers during the construction phase. It is considered the risks can be adequately mitigated by the use of PPE and the adoption of good hygiene and site practices, which are standard for brownfield development.
- 9.9 The Construction Environmental Management Plan (and remediation strategy, as required) will include measures that should be implemented if any sources of contamination are uncovered during the site development that are not identified during the ground investigation. The residual impact significance is therefore considered to be negligible, which is not significant.
- 9.10 With the implementation of the recommended mitigation measures, no adverse significant residual effects have been identified during the operational phase of the proposed scheme.

Heritage

- 9.11 A Heritage Statement has been prepared by Orion Heritage to consider the potential impact of the proposed development of the site on the setting and significance of those designated and non-designated heritage assets located in its vicinity.
- 9.12 The site is not located within a Conservation Area nor are there any in the immediate vicinity. In the wider vicinity located c. 544 metres southwest of the site is the Shudehill Conservation Area. Owing to its distance from the site, local topography and intervening built form there is no intervisibility between the two. Two 20th century buildings occupy the south-west corner of the site at the former Creamline Dairies, where it abuts the south side of Red Bank. These buildings have no value in heritage terms.
- 9.13 There are no listed buildings in the immediate vicinity of the site but there are six Grade II buildings within a 500m radius, which have the potential for their significance to be impacted by the proposals. These are the Former Free Library, Roman Catholic Church of St. Chad and St. Chads Presbytery Churchyard Walls of Roman Catholic Church of St. Chad, Former Synagogue, Union Bridge and Victoria Station including concourse to rear with restaurant and booking hall.

- 9.14 The significance of designated heritage assets in the vicinity of the site, including the contribution made to significance by setting, is assessed in the Heritage Statement. It has been demonstrated that the proposals preserve the significance of the Grade II listed buildings of the Former Free Library, Roman Catholic Church of St. Chad and St. Chads Presbytery Churchyard Walls of Roman Catholic Church of St. Chad, Former Synagogue, Union Bridge and Victoria Station including concourse to rear with restaurant and booking hall.

Archaeology

- 9.15 An archaeological desk-based assessment has been prepared by Orion Heritage. The assessment draws together the available archaeological, historic, topographic and land-use information in order to clarify the archaeological potential of the site.
- 9.16 A review of the available evidence has confirmed that the study site has a low potential to contain Prehistoric, Iron Age, Roman and Medieval features and a high potential to contain features from the Post-Medieval period.
- 9.17 Due to the low archaeological potential from most archaeological periods, along with the disturbed nature of the site, it is considered that any additional archaeological works can be undertaken as a condition of consent of the development.

Climate Change

- 9.18 Chapter 10 of the ES assesses the climate change effects of the proposed development. Two aspects of climate change assessment are considered in the ES, comprising the impact of the project on climate (Greenhouse Gas (GHG) emissions assessment), and vulnerability of the project to climate change (Climate Change Risk (CCR) assessment).
- 9.19 The assessment has concluded that, whilst there would be emissions associated with the demolition and construction phase of the development, these emissions are unlikely to impact the UK Government's ability to adhere to the carbon budgets for the construction's time period.
- 9.20 In terms of the CCR assessment, the assessment concluded that most weather and climate-related resilience effects on completion of the enabling works are expected to be mitigated through measures embedded in the design of the wider Red Bank Neighbourhood development project (Applications 2, 3 and 4) as a result of meeting current planning, design and engineering practice and codes.

Townscape and Visual

- 9.21 Chapter 7 of the ES assesses the effects of the proposed development on townscape and views. Desk-based studies and site surveys have been used to establish the baseline.
- 9.22 This assessment has considered the demolition and construction phase and the operational phase effects in relation to townscape and views of the proposed enabling works. There are not predicted to be any significant effects on site character during the demolition and construction phase, or during the operational phase. Any effects during the construction phase are considered to be temporary in nature and have been assessed as 'neutral' due to the existing poor quality of the views. There are not predicted to be any operational stage visual effects that are significant.

Summary

- 9.23 A series of technical assessments have been undertaken relating to trees, ecology, flood risk, ground conditions, heritage, and archaeology, climate change, and townscape and visual, which are submitted in support of this planning application. A Demolition Method Statement has also been prepared, which details the proposed demolition works. This information demonstrates that there are no technical or environmental considerations which cannot be overcome, mitigated against or suitably addressed by planning conditions.

10. Conclusion

10.1 This Supporting Planning Statement has been prepared by Avison Young (AY) on behalf of MCC in support of a full planning application proposing advance enabling works associated with the provision of new infrastructure for the Red Bank Neighbourhood, Manchester ('the site').

10.2 The description of development for the enabling works proposed by this full planning application is:

"City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood."

10.3 The application site extends to 2.83ha and comprises an irregular shaped parcel of land to the north-east of Victoria Station. The site has a long history of industrial uses, but, today, the site predominantly comprises a mixture of trees and scrub, with areas of hard standing located to the north-eastern and south-western extents of the site. The western-most area of the site south of Red Bank is currently occupied by the site of the former Creamline Dairies which comprises two vacant 20th Century industrial buildings.

10.4 The site sits within the Victoria North development area (formerly referred to as 'Northern Gateway'). Victoria North is one of the largest regeneration projects in the UK and comprises an area of approximately 155ha to the north of Manchester City Centre and Victoria Station offering a unique opportunity to deliver approximately 15,000 new homes over the next 15-20 years, along with a range of employment, social, community, cultural and ancillary uses.

10.5 In April 2017, MCC appointed FEC as its JV investment and delivery partner, to accelerate the delivery of the Victoria North opportunity. MCC has since approved the Northern Gateway Strategic Regeneration Framework (SRF) in February 2019, which provides a vision, core objectives and development framework to guide the regeneration of Victoria North, with a focus on the provision of housing and supporting infrastructure investment.

10.6 The Red Bank Neighbourhood is one of the first new neighbourhoods to be delivered within Victoria North and is being brought forward by the JV partners on land in their control. It is intended that the Red Bank Neighbourhood will be transformed into a sustainable residential-led neighbourhood and deliver around 4,000 new homes, together with new community facilities, improved green space, new walking and cycling routes, improvements to the River Irk, and low carbon development.

10.7 MCC has secured £51.6m of Government Funding through the HIF to deliver critical infrastructure and enabling works within the Red Bank Neighbourhood. The funding will be used to address a series of up-front infrastructure requirements to support the delivery of the new homes and green spaces in the Initial Development Area:

- Major improvements to St Catherine's Wood and the banks of the River Irk, which will form the first phase of the City River Park.
- Delivering improvements to the River Irk to enhance the river environment, with naturalisation measures to help reduce the risk of flooding.
- Securing and clearing undeveloped brownfield land, including the removal of invasive plant species and contaminated ground.
- Connecting the development sites to electricity, water and drainage.
- Delivering road upgrades and connecting development sites to the existing highways network.

10.8 A key condition of the HIF funding is that the spend availability period runs until March 2024.

10.9 Whilst the Red Bank Neighbourhood is envisaged as a single development project a series of planning applications will, however, be submitted to MCC for approval as follows:

- Advanced HIF Enabling Works (referred to hereafter as 'Application 1').
- HIF Infrastructure Works (referred to hereafter as 'Application 2').
- HIF Flood Defence and Alleviation Measures (referred to hereafter as 'Application 3').
- Red Bank Neighbourhood application (referred to hereafter as 'Application 4').

10.10 This planning application is 'Application 1' and seeks full planning permission for advanced enabling works and will facilitate an early start on site and clear a path for the main infrastructure, flood works and, ultimately, residential development proposed by successive prospective planning applications.

10.11 The enabling works that are the subject of this planning application comprise:

- The demolition of Creamline dairies;
- Tree and shrub clearance to facilitate the construction of a temporary haul road; and,
- The construction of the temporary haul road

10.12 Whilst it is acknowledged that the existing site has some landscape value, the existing woodland on the plateau is predominantly self-seeded silver birch with limited understorey habitat or ecological value.

It is not currently accessible to the public but has become an area associated with anti-social behaviour and fly-tipping.

- 10.13 The intention for the wider Red Bank Neighbourhood project is to build upon the existing ecological and visual qualities of the area, particularly along the river, the new City River Park, and key routes, to provide significant new opportunities for ecological enhancements, new tree planting, and public access.
- 10.14 The JV partners are committed to significant ecological and biodiversity improvements within Red Bank Neighbourhood, and this needs to be seen as a single development project. The JV are committed to an increase in Biodiversity Net Gain across the completed Red Bank Neighbourhood development of at least 10% in line with the Environmental Act.
- 10.15 Accordingly, whilst this first planning application will result in some loss of habitat, an appropriate mechanism will be put in place to secure mitigation for the tree and habitat loss as part of future applications, including the commitment to Biodiversity Net Gain. If, however, for some reason the redevelopment of the wider Red Bank Neighbourhood does not take place within a certain period of time of the completion of the HIF infrastructure enabling works, MCC commits to securing a mitigation strategy to ensure no biodiversity net loss associated with the enabling works application in isolation, with a preference for enhancing existing nearby habitats owned by MCC such as St Catherine's Wood, stretches of the river valley further north, or Sandhills Park.
- 10.16 In summary, the HIF infrastructure enabling works proposed on the site comprise a uniquely important planning application that help unlock £51.6m of much needed infrastructure, over 4,000 new homes, and the first 5ha of the wider City River Park, alongside new public realm, permeability, and habitat creation. These initial works are essential to meeting the strict requirements and programme for the wider HIF infrastructure that needs to be spent by March 2024. The application needs to be read in the context of the wider Red Bank Neighbourhood development project as a whole and will secure the significant commitments to ecological enhancements and Biodiversity Net Gain that will then be delivered in the future applications for this new neighbourhood. We, therefore, respectfully request that planning permission is granted for this development.

Contact Details

Enquiries

Ed Harvey

+44 (0)7831 402 681

ed.harvey@avisonyoung.com

Visit us online

avisonyoung.co.uk