

Our Ref: 04C000370/AR



18 May 2021

FAO Jennifer Atkinson
Planning, Building Control and Licensing
Manchester City Council
Town Hall Extension
Lloyd Street
Manchester
M2 5DB

By email only: jennifer.atkinson@manchester.gov.uk

Dear Jennifer,

Submission of Supplementary Information Pursuant to Planning Application reference 129393/VO/2021 in Support of a Residential-Led Development at Land Bound By Rochdale Road, Shellard Road, Harrowby Drive, Johnny King Close, Thornton Street North, Stretton Close & Marston Street, Manchester.

Avison Young ("AY") has been instructed by Far East Consortium ("FEC") and Manchester City Council ("MCC") to provide the following supplementary information pursuant to planning application 129393/VO/2021 for a residential-led development at Land Bound By Rochdale Road, Shellard Road, Harrowby Drive, Johnny King Close, Thornton Street North, Stretton Close & Marston Street, Manchester:

- Transport Assessment Supplementary Information Note (dated 14 May) prepared by Civic Engineers;
- Applicant response to Flood Comments;
- Applicant response to Environmental Protection Comments;
- Applicant response to Greater Manchester Archaeological Advisory Service Comments;
- Applicant response to Greater Manchester Police Comments; and
- Amended Drawings and Documents (drawing/document list enclosed at **Appendix I**).

The information submitted as part of this letter and the associated attachments is not considered to constitute 'any further information' as defined by the EIA Regulations 2017 and therefore does not trigger any of the requirements under Regulation 25 of the EIA Regulations. The information is provided to clarify queries raised during the determination period, it does not change any of the conclusions on significant effects within the EIA, and the mitigation measures remain as previously presented in the January 2021 ES.

Response to MCC Highways Comments

Detailed comments were received from MCC Highways on 6 April 2021. A meeting was held between MCC Highways, Civic Engineers and Avison Young on 29 April 2021. The Applicant has reviewed the comments and Civic Engineers have prepared a supplementary note which is summarised below.

Site Layout:

- Marston Street has a road width of 6.0m and Thornton Street North is 5.5m metres. The remaining internal road widths have been developed based on manual for streets standards to 4.8m allowing a large vehicle and a car to pass. 2.0m footways have been provided in addition. All of the roads are proposed for adoption by the highways authority and an updated Adoption Plan has been prepared (plan ref. 1226-01-CIV-xx-VIL-DR-HI-0320 Rev P05) The narrower road widths also encourage lower speeds and enable high quality public realm spaces with living streets, street trees and SUDs features to be incorporated into the development whilst still delivering an appropriate density of development.
- The minimum road width of Paget Street is 4.80m, where there is raingarden build out, which still allows for a car and large vehicle to pass safely. The raingardens are part of that highways SUDs that will be adopted by MCC. Traffic calming features are also included.
- Collection points for the refuse vehicles for Plots B-D have been incorporated onto the vehicle tracking plan for clarity (plan refs. 1226-01-CIV-XX-VIL-DR-HI-0300 - P07-VEHICLE TRACKING-PLOT A – REFUSE, 1226-01-CIV-XX-VIL-DR-HI-0302 - P07-VEHICLE TRACKING-PLOT B – REFUSE, 1226-01-CIV-XX-VIL-DR-HI-0304 - P07-VEHICLE TRACKING-PLOT C – REFUSE, 1226-01-CIV-XX-VIL-DR-HI-0306 - P07-VEHICLE TRACKING-PLOT D - REFUSE)
- Visibility Splays have been prepared for the Thornton Street North / new unnamed street vehicular access and Thornton Street North / Paget Street which demonstrate that there is sufficient visibility provided at the junctions for oncoming traffic. (plan refs. 1226-01-CIV-XX-VIL-DR-HI-0321 - P01-VISIBILITY SPLAY-PLOT A; 1226-01-CIV-XX-VIL-DR-HI-0322-P01-VISIBILITY SPLAY-PLOT B; 1226-01-CIV-XX-VIL-DR-HI-0323 - P01-VISIBILITY SPLAY-PLOT C 1226-01-CIV-XX-VIL-DR-HI-0324 - P01-VISIBILITY SPLAY-PLOT D)
- A detailed highways general arrangement plan has been prepared for the Marston Street/Rochdale Road access and the suggestions made to infill the central island have been incorporated into the drawing set, there will only be a left in and out of Marston Street. (plan ref. 1226-01-CIV-XX-GA-DR-C-0304 Rev P02).
- The Applicant is seeking to retain the dropped kerbs. Dropped kerbs are an important part of the overall design as they encourage easy access to all users and make sure the development is age friendly.

Trip Generation and Capacity:

- Information on the distribution is included in the previously submitted Transport Assessment, and more detail given in the Transport Assessment Supplementary Information note which has been prepared in response to the comments received. The modelling of junctions has not been provided as the number of journeys through each junction is less than 30 which is a

threshold set by TfGM and MCC. This approach was agreed at the meeting with MCC Highways on 21 April 2021.

Site Accessibility:

- An audit of walking routes to the tram stops have been provided and the findings are set out in Section 4 of the Transport Assessment Supplementary Information Note. Whilst there are some localised issues with some of the walking routes, it is not considered that they will deter people from using the routes to access Queens Road and Monsall Metrolink stations. Please note that the assessment follows a recognised methodology which identifies areas for improvement, however the improvements do not form part of these proposals.

Parking and Access:

- All of the individual driveways for the houses have been updated to meet the minimum standard of 3.0m x 5.5m and this amendment has been reflected on the proposed architectural and landscape plans which are enclosed.
- All of the apartments within the development are for social rent. The car parking proposed for apartments is 32% and is sufficient to accommodate the demand of residents in the area because parking census data demonstrated that 21% of households have 1 car and only 2% have 2 or more cars. In the context of the climate emergency and the aspirations of the SRF, this is considered appropriate. More details on the level of provision is set out in Section 3 of the Transport Assessment Supplementary Information note, which sets out the rationale for the parking provision, how apartment parking can be allocated and managed, and how visitor parking will be managed.

Pedestrian Access and Safety:

- The footway has been retained as a continuous dropped kerb because a raised kerb introduces a potential obstacle for mobility impaired footway users and pushchairs. A key priority for this development is to be age friendly and the current design reflects this.
- In terms of the safety, the upstand of the dropped kerb would be 25mm to provide a demarcation between pedestrians and vehicles.
- Traffic calming measures have been included in the form of raised tables with pedestrian crossings. These features can be seen on the attached GA drawings (Plan refs. 1226-01-CIV-XX-VIL-DR-HI-0310 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT A, 1226-01-CIV-XX-VIL-DR-HI-0311 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT B, 1226-01-CIV-XX-VIL-DR-HI-0312 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT C, 1226-01-CIV-XX-VIL-DR-HI-0313 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT D)
- Proposed crossing points have been indicated on the general arrangement plans which includes the crossing from Plot A into the proposed Park. (Plan refs. 1226-01-CIV-XX-VIL-DR-HI-0310 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT A, 1226-01-CIV-XX-VIL-DR-HI-0311 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT B, 1226-01-CIV-XX-

VIL-DR-HI-0312 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT C, 1226-01-CIV-
XX-VIL-DR-HI-0313 - P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT-PLOT D)

Refuse and Safety:

- Refuse tracking has been completed and submitted with the planning application. The Waste proforma has also been included in Appendix E to the Transport Assessment Supplementary Information note. Tracking indicates how the refuse vehicles will manoeuvre in and out of the proposed development. All streets are accessible to the largest refuse vehicle Biffa use while the MCC refuse design vehicle can access most streets, where access is not possible proposed collection points have been indicated. Bins would need to be dragged to these collection points on the morning of collection and returned to properties by either residents or a management company.

Response to Environmental Health Comments

Detailed comments were received from MCC Environmental Health on 6 April 2021. The Applicant has reviewed the comments and provides the following updates/clarifications:

Construction Management:

- A Framework Construction Management Plan was submitted with the planning application. The details should be secured by planning condition.

Noise:

- An assessment of facade sound insulation is included in report '19514-R05-B Noise and vibration planning report' dated 4 December 2020. This should satisfy the comments provided.

Electric Vehicle Charging (EVC):

- The provision for the EVC's for the apartment has been increased to 20% for the base build and 100% infrastructure to all of the remaining spaces.

Ground Conditions:

The site remediation strategy was submitted to MCC as part of the enabling works package and planning application reference 128788/FO/2020.

- The additional intrusive investigation in the SE area will be submitted when available together with an updated risk assessment and Remediation Strategy (RS).
- Fill depths to front gardens have been designed to provide 450mm clean capping material as a minimum standard for areas where there is low plant uptake and lower risk of potential pathways. This was the approach agreed as part of the enabling works submission previously submitted.

- Imported material sampling proposals appear to match MCC guidance, This strategy was also included in the remediation strategy and part of the approved enabling works application.
- The human health risk assessment to the orchard will be determined following the additional site investigation to the SE area.
- Asbestos management strategy was provided as part of the Site investigation and remediation strategy reports.
- Confirmation will be provided in regards to the Material Management Plan (MMP). It is anticipated that this would be conditioned as it relates to the management of materials on site.

Response to Flood Risk Comments

Initial Comments were received from MCC Flood on 24 March 2021. The comments related to the scope of the FRA rather than detailed comments about the proposals. A further set of comments were received on 31 March 2021. The Applicant has reviewed the detailed comments and provides the following updates/clarifications:

- A drainage survey has been undertaken which confirms all connection points and levels. Refer to FRA appendix B.
- Plot B, C, D discharge into MH5206 max existing invert 51.09mAOD (Survey). Plot A discharge into MH5104 at interpolated depth of 54.948mAOD. Manhole cards provided for reference of existing invert levels
- A high level hydraulic model has been produced to assess the main runs that would service the development. Attenuation tanks and ponds have been sized to accommodate the required volume up to the 1:100 +40% climate change. Model output provided for Plots A -D. Drainage strategy has been provided and the FRA includes a section on the drainage strategy and drainage hierarchy including the provision of SuDS. SuDS have been indicated on plan ref. 1226-01-CIV-XX-VIL-DR-D-0510 & 0511 allowance has been made for roadside features within the overall site layout and will be developed further during the detailed design and technical approval process.
- All surfaces will be graded away from proposed buildings and towards highways and landscaping areas. refer to overland flow routes drawing plan ref. 1226-01-CIV-XX-VIL-DR-D-0504 & 505
- There are no main rivers within or close to the site boundary. The culverted water course has been added to plan ref. 1226-01-CIV-XX-VIL-DR-D-0504-P08 - PROPOSED DRAINAGE STRATEGY - SHEET 1 and 1226-01-CIV-XX-VIL-DR-D-0505-P05 - PROPOSED DRAINAGE STRATEGY - SHEET 2. Letters and emails are provided from the EA which outline discussions held. Subsequent to these discussions the additional information has been sourced and the development adapted to adequately accommodate the culverted water course. Access to the culvert will be maintained, no buildings will be built over the culvert and existing manholes will be retained for future access. Where buildings are located within an 8.0m easement these have been designed to cantilever over the easement so as not to place any additional load onto the easement or culverts within the easements.

- Responses from UU and the LLFA regarding surface water discharge have been provided. The LLFA confirmed an approach to split the site into brownfield and greenfield catchments with flow rates as described in the FRA (meeting dated the 05/11/2020). UU have confirmed that they would accept the LLFA's response to SW discharge.
- See attached additional information in regards to typical drainage details, these cover typical SuDS to be installed as well as a typical detail of the flow control chamber. Refer to detail sheet plan ref. 1226-01-CIV-XX-VIL-DR-D-0550-P01 - Typical Drainage Details-554 - Sheet 5.

Archaeology and Crime and Security

A Written Scheme of Investigation was submitted as part of the planning application. An appropriate planning condition to secure the programme of archaeological works was proposed by MCC planning in a letter dated 6 April. The Applicant agrees to this.

Greater Manchester Police requested that a planning condition is attached to the permission to ensure the development is undertaken in accordance with the recommendations of the Crime Impact Statement. The Applicant agrees to this.

Avison Young trusts that this supplementary submission provides further helpful clarification. It is our understanding that there are no further outstanding issues regarding this application however should you require any further information please do not hesitate to contact me.

Yours sincerely

Alice Routledge
Associate Director
Alice.routledge@avisonyoung.com
For and on behalf of Avison Young (UK) Limited

Enc. See drawing list
Transport Assessment Information Note prepared by Civic Engineers

CC: Jon Suckley – Asteer Planning
Victoria Hunter – FEC

Appendix I – Amended Drawings and Documents

Architectural:

- 8871-BA-MP-00-DR-A-(04)706-Site Layout Plan
- 8871-BA-MP-00-DR-A-(04)721-Plot Arrangement Plan
- 8871-BA-MP-XX-DR-A-(04)702-Housetype Plan
- 8871-BA-MP-XX-DR-A-(04)704-Tenure Plan
- 8871-BA-PD-00-DR-A-(04)300-Plot D-GA Ground Floor Plan
- 8871-BA-PD-01-DR-A-(04)301-Plot D-GA First Floor Plan
- 8871-BA-PD-02-DR-A-(04)302-Plot D-GA Second Floor Plan
- 8871-BA-PD-03-DR-A-(04)303-Plot D-GA Third Floor Plan
- 8871-BA-PD-03-DR-A-(04)303-Plot D-GA Third Floor Plan
- Schedule of Accommodation – PL1

Landscaping:

- 1994-EXA-00-GF-DR-L-100 General Arrangement Plan
- 1994-EXA-00-GF-DR-L-103 General Arrangement Plan Sheet 2 of 3
- 1994-EXA-00-GF-DR-L-104 General Arrangement Plan Sheet 3 of 3
- 1994-EXA-00-GF-DR-L-201 Tree Plan and Palette
- 1994-EXA-00-GF-DR-L-203 Planting Plan and Palette
- 1994-EXA-00-GF-DR-L-300 Levels and Sitewide Plan
- 1994-EXA-00-GF-DR-L-302 General Levels Plan Sheet 2 of 3
- 1994-EXA-00-GF-DR-L-303 General Levels Plan Sheet 3 of 3

Highways:

- Transport Assessment Information note (dated 14 May)
- 1226-01-CIV-XX-GA-DR-C-0304-P02 - Marston GA
- 1226-01-CIV-XX-VIL-DR-HI-0300 - P07-VEHICLE TRACKING-PLOT A – REFUSE
- 1226-01-CIV-XX-VIL-DR-HI-0302 - P07-VEHICLE TRACKING-PLOT B – REFUSE
- 1226-01-CIV-XX-VIL-DR-HI-0304 - P07-VEHICLE TRACKING-PLOT C – REFUSE
- 1226-01-CIV-XX-VIL-DR-HI-0306 - P07-VEHICLE TRACKING-PLOT D – REFUSE
- 1226-01-CIV-XX-VIL-DR-HI-0310-P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT PLAN
PLOT A

- 1226-01-CIV-XX-VIL-DR-HI-0311-P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT PLAN PLOT B
- 1226-01-CIV-XX-VIL-DR-HI-0312-P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT PLAN PLOT C
- 1226-01-CIV-XX-VIL-DR-HI-0313-P01-PROPOSED HIGHWAY GENERAL ARRANGEMENT PLAN PLOT A
- 1226-01-CIV-XX-VIL-DR-HI-0320 -P04 - PROPOSED ADOPTION PLAN
- 1226-01-CIV-XX-VIL-DR-HI-0320 -P05 - PROPOSED ADOPTION PLAN
- 1226-01-CIV-XX-VIL-DR-HI-0321 - P01-VISIBILITY SPLAY-PLOT A
- 1226-01-CIV-XX-VIL-DR-HI-0322 - P01-VISIBILITY SPLAY-PLOT B
- 1226-01-CIV-XX-VIL-DR-HI-0323 - P01-VISIBILITY SPLAY-PLOT C
- 1226-01-CIV-XX-VIL-DR-HI-0324 - P01-VISIBILITY SPLAY-PLOT D

Flood and Drainage:

- 1226-01-CIV-XX-VIL-DR-D-0504-P08 - PROPOSED DRAINAGE STRATEGY - SHEET 1
- 1226-01-CIV-XX-VIL-DR-D-0505-P05 - PROPOSED DRAINAGE STRATEGY - SHEET 2
- 1226-01-CIV-XX-VIL-DR-D-0510-P01 - Proposed SuDS Plan-Sheet 1
- 1226-01-CIV-XX-VIL-DR-D-0511-P01 - Proposed SuDS Plan-Sheet 2
- 1226-01-CIV-XX-VIL-DR-D-0550-P01 - Typical Drainage Details-554 - Sheet 5
- SOUTH COLLYHURST MANCHESTER MH CARD 5101
- Collyhurst Drainage and Utility Layer PDF Sheet 1 R
- Collyhurst Village - Hydraulic Model - Plot A model results
- Collyhurst Village - Hydraulic Model - Plot B, C, D & northern park model results
- EA Letter - dps1_2020.02.04
- EA Letter - dps1_2020.05.07
- RE_ 1226-01 UU PDE - Rochdale Road M40 7XH - UU Ref 4200034144