

Supporting Planning Statement

**Land bound by Rochdale Road, Shellard Road,
Harrowby Drive, Johnny King Close, Thornton
Street North, Stretton Close and Marston Street,
Collyhurst, Manchester**

January 2021

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For and on behalf of Avison Young (UK) Ltd - t/a Avison Young

1. Introduction

- 1.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young ('AY') on behalf of Far East Consortium International Limited ('FEC') and Manchester City Council ('MCC') ('the Joint Applicants'), in support of a full planning application for a residential-led development and a new park on land bound by Rochdale Road, Shellard Road, Harrowby Drive, Johnny King Close, Thornton Street North, Stretton Close and Marston Street, Collyhurst, Manchester. The Site Location Plan attached at **Appendix I** identifies the application site in red.
- 1.2 The development forms part of the first phase of the Northern Gateway and is located within the Collyhurst Village neighbourhood. The regeneration of the Northern Gateway offers an opportunity to deliver approximately 15,000 new homes over the next 15-20 years and make a significant contribution to Manchester's Residential Growth Strategy, along with city-regional and national growth agendas.
- 1.3 This SPS has been prepared in support of a full planning application for a proposed residential led development at the site which has the description of development presented below. The Demolition Plan attached at **Appendix II** shows the location of the existing 29 properties, Collyhurst Village Store and Substation proposed to be demolished and replaced as part of this development
- "Full planning application proposing the demolition of the existing 29 residential properties, the Collyhurst Village Store, and associated car parking on Thornton Street North, Harrowby Drive, Johnny King Close, Anslow Close and Churnet Street and erection of a residential led-development comprising 3 and 4 storey houses; 2no 5 and 6 storey apartment buildings (Use Class C3) with ground floor flexible commercial units (Use Class E); and the creation of a new park with associated car parking, cycle and refuse storage, landscaping, public realm and infrastructure"*
- 1.4 The application is accompanied by a comprehensive suite of supporting technical reports. The scope of the supporting information which accompanies this application has been agreed with MCC through pre-application discussions. The supporting documents are listed **Appendix III**.
- 1.5 This SPS assesses the proposed development against the Manchester Core Strategy Development Plan Document ("Manchester Core Strategy") (adopted July 2012); saved policies from the Manchester Unitary Development Plan ("Manchester UDP") (2004) and other material considerations including the Northern Gateway Strategic Regeneration Framework ('SRF') and the National Planning Policy Framework ("the Framework") (February 2019).

Planning Background

Residential Development at the Site

- 1.6 The proposed residential-led development at Collyhurst Village will re-provide open market and social rent housing for properties that have already been demolished in Collyhurst as part of the Private Finance Initiative ("PFI") scheme in March 2017.
- 1.7 The PFI scheme proposed to increase the population in Collyhurst by creating development opportunities for homes for sale alongside refurbished Council homes. It aimed to reduce the incidence of crime and disorder and create safe and secure neighbourhoods through the choice, quality and mix of housing to retain existing residents and attract new residents to the area. However, the 2008 recession led to a review of the project and it was deemed that it was no longer affordable mainly due to the reduction of land value in the area. A report to MCC's Executive Committee in May 2009 provided an update on the progress of securing approval for the Collyhurst Housing Revenue Account ('HRA') on the PFI. This report sets out that following a new business case to the Homes and Communities Agency ("HCA"), the HCA made an indicative commitment to provide £252 million for Collyhurst HRA PFI, however should any affordability cap arise, then the project will need to be supported through other mechanisms including housing capital receipts or through reviewing the project without impacting on value for money.
- 1.8 In 2010, the £252 million PFI scheme that would have seen significant regeneration in the area as well as the demolition of approximately 200 homes, was axed by the HCA and incoming coalition Government following a review of the Communities and Local Government department's spending priorities.
- 1.9 In April 2017, FEC were selected as MCC's delivery and investment Partner to work together to deliver the regeneration of the Northern Gateway. As part of the Joint Venture, FEC and MCC have worked closely with local stakeholders to establish a Vision and Masterplan for the Northern Gateway which is set out in the Northern Gateway SRF. FEC have also invested over £20million in the acquisition of additional strategic land holdings and the partners have jointly funded an application to Government for Housing Infrastructure Funding (HIF) which was award £51.6m in March 2020.
- 1.10 In February 2019, MCC's Executive approved the Joint Venture's Strategic Business Plan for the Northern Gateway which set out details of the development schemes that will make up the Initial Development Area Business Plan which included Collyhurst Phase 1 (Collyhurst Village and South Collyhurst).
- 1.11 In Collyhurst Phase 1 it is proposed that approximately 300 new homes will be delivered, comprising a mix of houses and mid-rise apartments and including up to 130 new social rent homes. The intention is that a mix of Council and open market sale homes will be brought forward on the previously cleared sites in Collyhurst Village (Harpurhey ward), together with a smaller, purely social rent development of approximately 30 homes on cleared sites in South Collyhurst (Miles Platting and Newton Heath ward). The development of social housing will also

provide an opportunity to remodel part of Collyhurst Village and deliver the first phase of the New Collyhurst Village Park, a significant and important step in the delivery of the Northern Gateway SRF.

- 1.12 This planning application relates to Collyhurst Village only. A further planning application will be submitted in 2021 for residential development at the Collyhurst South site.

Enabling Works Planning Application (LPA ref. 128788/FO/2020)

- 1.13 As part of the March 2020 budget, the Government announced a £400m BLF to accelerate the delivery of brownfield sites which have evidence of market failure. Details of how the Fund would operate were to be provided at a later date and it was announced in late June that the MHCLG would allocate the funding on a per capita basis to Combined Authority areas. For GMCA, this means an initial allocation of £81.1m over a 5-year period. GMCA have set a maximum funding allocation of £15,000 per home and to be eligible all homes must start on site in this Parliament (defined as 31 March 2025) with as many homes completed as possible.
- 1.14 In order to be eligible for funding within the current financial year (2020/2021) it must be demonstrated that schemes are deliverable and in receipt of a valid planning permission. To be given the best chance of accessing funding during the current financial year and as this residential planning application was still being prepared, MCC and FEC submitted a planning application in November 2020 for site enabling works in order to make a practical start on site by financial year end. The enabling works planning application seeks to address key abnormal infrastructure constraints on the site and de-risk the site in advance of commencement of this residential led development.
- 1.15 In addition, planning permission for the enabling works is required so that the necessary work to trees and hedgerows can take place before the core bird nesting season, (March to August inclusive). Natural England also recommend that vegetation works (tree or hedge cutting) or site clearance should be undertaken outside of the core nesting season but that these works could be undertaken if inspected by a qualified ecologist.
- 1.16 In view of the above, a full planning application (LPA reference: 128788/FO/2020) was submitted by the Applicant on 24 November 2020 proposing a package of site enabling works at land bound by Rochdale Road, Marston Street, Thornton Street North, Paget Street, Burgess Street, Churnet Street and Shellard Road, Collyhurst (Enabling Works Application Site Location Plan enclosed at **Appendix IV**). The planning application was made valid on 3 December 2020 and has a target determination date of 4 March 2021.
- 1.17 The proposed enabling works includes the following components:
- Erection of site hoardings and temporary site access;
 - Tree removal;
 - Cut and fill excavation;
 - Site clearance;

- Remediation

- 1.18 The enabling works planning application does not include the existing 29 properties and Collyhurst Village Store which are bound by Churnet Street to the north, Johnny King Close to the east and Thornton Street North to the west and Harrowby Drive to the south.

Pre-Application Consultation

- 1.19 The Applicant has undertaken extensive pre-application consultation with MCC officers, key stakeholders and the community prior to the submission of this planning application. A Statement of Community Involvement ('SCI') has been prepared by Counter Context and is submitted as part of this planning application. A summary of the consultation is provided below:
- (i) **Consultation with Key Stakeholders** – FEC have met and discussed the proposals with the Executive Member for Housing and Regeneration, Cllr Suzanne Richards; and have also liaised through Local Ward Councillors for Harpurhey, Cllr Patrick Karney, and Local Ward Councillor for Miles Platting and Newton Heath, Cllr John Flanagan.
 - (ii) **Consultation with the Community** –. Extensive community consultation has taken place comprising both a physical and virtual consultation exercise with the local community. The first phase of consultation began in February 2020. It was intended that the second phase of consultation would include design workshops which would bring focus groups together to obtain feedback on more detailed elements of the proposals, however, due to the outbreak of Covid-19, the focus groups had to be cancelled. Instead, briefing packs were distributed to those who wanted to be involved. The third phase of the consultation enabled residents to comment on the more detailed designs via a virtual exhibition between 16 September and 16 October 2020.
 - (iii) **Consultation with Sir Richard Leese** – A presentation of the Collyhurst Village proposals was given to Sir Richard Leese on 3 February 2020.
 - (iv) **Consultation with MCC Officers** - Pre-application meetings were held with MCC's planning department, Jennifer Atkinson (Principal Planner) and Dave Roscoe (Development and Special Projects Officer) on 9 January, 24 February, 9 October and 10 November.
- 1.20 Full details of the pre-application consultation activities undertaken by the Applicant are contained within the Statement of Community Involvement ("SCI") prepared by Counter Context and the Design and Access Statement ("DAS") prepared by Buttress in support of this planning application.

Environmental Impact Assessment

- 1.21 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 require an Environmental Impact Assessment ("EIA") to be undertaken for certain planning applications. Schedule 1 of the EIA Regulations lists developments that always require EIA and Schedule 2 of the EIA Regulations lists developments that may require EIA if it is considered that they could give rise to significant environmental impacts.
- 1.22 Regulation 5 of the 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.
- 1.23 It was determined that statutory EIA will be required, and the Applicant therefore submitted an EIA Scoping Request to MCC on 13 March 2020 and a Scoping Opinion was received back from the council on 20 April 2020. The EIA team has sought to directly liaise with the various officers at MCC and other appropriate stakeholders where possible to agree the scope of the technical assessments.
- 1.24 The EIA has identified and assessed the significance of potential environmental effects relating to townscape and visual, drainage and flood risk, transport and access, air quality, noise and vibration, socioeconomics, human health and climate change. The assessment of 'significance' has been undertaken for all potential effects to determine their relative importance and is presented in an Environmental Statement ("ES") submitted in support of this application.
- 1.25 It should be noted that the EIA Scoping Report was prepared which included two application sites which would be covered by one 'global' EIA. The first application for 300 dwellings known as Collyhurst Village and a second application for 30 residential dwellings known as Collyhurst South. It was subsequently decided that the two sites should be applied for separately with the Collyhurst South site being applied for at a later date and as such is not assessed within the EIA which accompanies this planning application. For robustness, the scope of the EIA has been prepared in line with the agreed scope for the wider site as per the Scoping Opinion received in April 2020.

Supporting Documents

- 1.26 In addition to this Supporting Planning Statement, the following documents are submitted in support of this full planning application:
- i. Covering letter;
 - ii. Application form, relevant land ownership certificate (duly signed) and relevant planning application fee;
 - iii. Site Location Plan prepared by Buttress;

- iv. Full set of application drawings for approval prepared by Buttress (please see the Drawing Schedule at **Appendix III**);
- v. Design and Access Statement (including Landscape Design and Refuse Management Strategy) prepared by Buttress;
- vi. Archaeology Assessment prepared by Salford Archaeology;
- vii. Crime Impact Statement prepared by Greater Manchester Police;
- viii. Ecology Report prepared by TEP Including Bat Activity Survey, Bat Roost Survey, Biodiversity Net Gain Calculation and Invasive Plant Species Survey);
- ix. Heritage Assessment prepared by Salford Archaeology;
- x. Lighting Assessment prepared by Watt
- xi. Phase I Preliminary Risk Assessment prepared by Civic Engineers;
- xii. Phase II Ground Investigations prepared by Civic Engineers;
- xiii. Remediation Strategy prepared by Civic Engineers;
- xiv. Statement of Community Involvement prepared by Counter Context;
- xv. Tree Survey and Arboricultural Impact Assessment prepared by Amenity Tree Care;
- xvi. TV Reception Survey prepared by GTech;
- xvii. Written Scheme of Investigation prepared by Salford Archaeology;
- xviii. Environmental Statement comprising:
 - a. ES Volume 1: Non-Technical Summary, prepared by Avison Young;
 - b. ES Volume 2: Main Text:
 - Chapter 1 – Introduction, prepared by Avison Young;
 - Chapter 2 – Approach, prepared by Avison Young;
 - Chapter 3 – Site Description, prepared by Avison Young;
 - Chapter 4 – Alternatives, prepared by Avison Young;
 - Chapter 5 – The Proposed Development, prepared by Avison Young;
 - Chapter 6 – Planning Policy Context, prepared by Avison Young;
 - Chapter 7 – Townscape and Visual Impact (including trees), prepared by Exterior Architecture;
 - Chapter 8 – Flood Risk and Drainage, prepared by Civic Engineers;
 - Chapter 9 – Transport and Access, prepared by Civic Engineers;
 - Chapter 10 – Air Quality and Dust, prepared by Redmore Environmental;

- Chapter 11 – Noise and Vibration, prepared by Sandy Brown;
- Chapter 12 – Socioeconomic (including local labour), prepared by Avison Young;
- Chapter 13 – Climate Change, prepared by Watt
- Chapter 14 – Human Health, prepared by Enfusion
- Chapter 15 – Cumulative Impacts, prepared by Avison Young;
- Chapter 16 – Summary of Mitigation and Residual Effects, prepared by Avison Young.

c. ES Volume 3: Appendices.

1.27 The following section of the SPS describes the site and its surroundings.

2. The Site and its Surroundings

- 2.1 This section sets out the historic context and provides a detailed description of the site and surrounding area.

The Site

- 2.2 The application site is located on the northern periphery of Manchester City Centre within the Harpurhey Ward. It is within the administrative area of MCC approximately 2.5km north east of the City Centre and covers an area of approximately 4.7 hectares ('ha'). The site is located within the Northern Gateway and forms part of its first phase of regeneration in Collyhurst. A Site Location Plan, with the site's boundaries edged in red, is enclosed at **Appendix I**.

- 2.1 The site is an irregular shape adjoining Marston Street on its northern boundary and Johnny King Close, Anslow Close, Thornton Street North and Stretton Close on its most eastern boundary. Shellard Road and Harrowby Drive adjoin the site to the south and Rochdale Road (A664) adjoins the site on its western boundary. Thornton Street, Churnet Street and Paget Street are all located within the red line boundary.

- 2.2 The entirety of the site is included within the Manchester Brownfield Land Register 2019 (wider site reference: Harp_Cap_502) and is therefore brownfield land which includes areas of hardstanding located in the southern and central parts of the site where homes were demolished as part of the PFI. There are 29 existing properties, the Collyhurst Store and a substation located in the south eastern corner of the site. The site also includes existing trees and grassed areas.

- 2.3 There are no listed buildings or structures within the site boundary and the site is not located within a Conservation Area. A grade II listed building referred to as Brierley Statue (ID: 1270789), is located approximately 600 metres to the north of the site (measured from the middle of the site) in Queens Park, which is also a registered park. Queen's Park (ID: 1001523) is located approximately 430m to the north of the application site. Manchester General Cemetery (ID:1001664) is located approximately 690m to the north of the site on Rochdale Road. Both Manchester General Cemetery and Queen's Park are grade II registered parks. Furthermore, the War Memorial of Rochdale Road, which is a non-designated heritage asset is located within approximately 25m south of the site. The War Memorial holds communal value as a commemorative monument to those who lost their lives during World War I. The War Memorial is not within the application site boundary and will not be physically affected by this planning application.

- 2.4 The entirety of the site is located within Flood Zone 1, indicating a less than 1 in 1,000 annual probability of flooding (the lowest area of flood risk as defined by the Environment Agency). The desk study and drainage surveys undertaken identified two culverts which pass beneath the site both of which are understood to be associated with the Moss Brook which is classed as a main river.

- 2.5 None of the trees within the site boundary are subject to Tree Preservation Orders ("TPO").

Site Clearance

- 2.6 A report to MCC Executive¹ (dated 1 October 2014) provides useful background to the previous redevelopment initiatives undertaken within Collyhurst. A draft masterplan for Collyhurst was produced at the beginning of 2014, which identified the need for the following demolitions within the application site:
- Needwood Close was considered to be too small and constrained by the Metrolink tunnel to attract private sector investment. The Executive authorised the acquisition of the five RTB properties in Needwood Close, the provision of Relocation assistance to the private occupiers, the rehousing of the existing 30 Northwards tenants and the demolition of the vacant housing to create a single development site with a substantial frontage to Rochdale Road which is likely to attract interest from private sector house builders.
 - Similarly, the 17 properties at Overbrook and Picard Close were identified as likely to be a constraint to private sector led development. Initial discussions with Places for People who owned 16 properties on Overbrook Avenue and Picard Close resulted in an in-principle agreement for Places for People to seek vacant possession of the housing and for the Council to acquire the empty properties so that they could be demolished and form part of the development site.

Surrounding Area

- 2.7 The site sits within an established network of residential-led neighbourhoods. To the north of the site, beyond the A6010 is Harpurhey. To the east of the site are the neighbourhoods of Monsall and Newton Heath. To the south east is Miles Platting. Manchester City Centre is located to the south of the site. To the west is Smedley and Manchester Fort Shopping Park.
- 2.8 Immediately north of the site beyond the A6010 is Manchester Communication Academy which is a mixed comprehensive High School serving the local community. Immediately east of the site is the existing Collyhurst Park and further residential properties. The site is bounded to the west by Rochdale Road, which takes traffic into the City Centre to the south and also provides access to North Manchester. Beyond Rochdale Road is further residential development. The site is bounded by Shellard Road and Harrowby Drive to the south, beyond which are further residential properties.
- 2.9 The wider area has recently become the focus of major regeneration as part of the wider Northern Gateway site. Full details of the strategic regeneration context of the site are set out at Section 4 of this SPS.

¹ The redevelopment of Collyhurst – summary of progress to date and proposals for the delivery of the next phase of development

Planning History

2.10 The planning history of the site, based upon a search on MCC's planning application database, is detailed below:

- i. A full planning application (Ref: 128788/FO/2020) was submitted by FEC and MCC in November 2020 and is pending consideration for the following development:

"Enabling works comprising the erection of site hoarding, removal of existing trees, site clearance, cut and fill excavation, remediation works and other associated ground works."

- ii. An application at 10 Marston Street, Harpurhey (Ref: 111580/VO/2016/N1) was submitted in March 2016 and approved in May 2016 for the following development:

"Erection of 1.8m high weld mesh fence, incorporating gate, around perimeter of demolition site, for a temporary period of one year."

- iii. A full planning application (Ref: 106464/FO/2014/N1) at land bounded by Rochdale Road, Queens Road, Thornton Street North and Collyhurst Street was submitted in August 2014 and approved in October 2014 for the following development:

"Erection of 1m high railing and brick pillars to front boundary, 1.8m high timber fence to rear divisional boundaries and 1.8m high brick wall and timber panel infill to rear boundaries."

- iv. A full planning application (Ref: 106796/VO/2014/N1) was submitted on behalf of MCC in September 2014 and withdrawn in October 2014 for the following development:

"Creation of a temporary site compound for a period of 18 months including installation of 2.1-metre-high heras fencing."

- v. A full planning application (Ref: 039995) was submitted in August 1991 and approved in November 1991 for the following residential development at 2-48 Overbrook Avenue, Collyhurst:

"Conversion of 24 maisonettes into 14 terraced houses and 3 new bungalows."

Accessibility

2.11 The site is accessible by a range of sustainable transport modes.

2.12 Rochdale Road is a strategic radial route from Manchester City Centre through the Northern Gateway SRF area. To the south Rochdale Road connects with Angel Street which is part of the Manchester ring road. To the north is a junction with Queens Road, after which the road continues north providing a connection with the M60 and continues to Rochdale. Rochdale Road is also a route that links into the City Centre down to Shudehill Metrolink Tram stop.

- 2.13 The site is accessible to pedestrians from all directions, those who are walking from public transport stops will most likely access the site from the west along Rochdale Road or from the east via Thornton Street North. To the east of the site there are a network of footpaths through the existing residential area. These provide access to Queens Road where there are controlled crossings at Monsall Street on route to Monsall tram stop.
- 2.14 There are several dedicated cycle facilities around the site including on-road routes along Rochdale Road shared with a bus lane in the northbound direction and only for a short distance southbound from the junction with the A6010.
- 2.15 The closest Metrolink stop to the site is Monsall, which is located approximately 600m to the east of the site. Monsall is served by the pink Metrolink line, providing services between Rochdale and East Didsbury.
- 2.16 Another stop near to the site is Queens Road, approximately 700m to the north west of the site. Queens Road is served by the green and yellow lines which offer services between Bury and Piccadilly or Altrincham.
- 2.17 Services run 06:00-00:00 Monday to Saturday; from 06:00-19:00 Monday to Friday and 08:00-20:00 Saturday trams run at 10-minute intervals, at other times there is a 20-minute service. On Sunday, a 15-minute service runs from 07:00-23:00.
- 2.18 The nearest train station to the development is Manchester Victoria Station located approximately 2km (as the crow flies) to the south west of the site. The station can be reached on foot in about 30 minutes, by bicycle in around 10 minutes, or by bus in around 15 minutes.
- 2.19 The closest bus stops to the development are on Rochdale Road. The following services stop on Rochdale Road (17, 18, 56, 81, 112/113, 117, 118, 119, 156, 162/163).
- 2.20 The City Centre is also currently benefitting from the following major investment in public transport which will further enhance the accessibility of the site:
- i. A second Metrolink connection through the heart of the City Centre, which opened in 2017. The Second City Crossing ("2CC") increases the capacity, flexibility and reliability of all the Metrolink's network expansion. The 2CC provides an additional route across the City Centre that now utilises Victoria Station, increasing the connectivity of the north and west of the City. The 2CC is part of a wider transformation of the City's public transport infrastructure including further tram expansion, bus priority schemes and dedicated cycle lanes to accommodate growth in the City;
 - ii. An extension to the Metrolink network to Trafford Park and the Port of Salford, which opened in March 2020.
 - iii. The Northern Hub, which is a Network Rail project that is set to deliver £530 million of targeting investment to transform Northern England's rail network and improve connectivity. This includes the Ordsall Chord, a new viaduct to connect Manchester Victoria, Oxford Road and Piccadilly Stations, which opened in 2017;
 - iv. A Bus Priority Package, which will deliver more than 8 miles of bus lanes across the city.

- 2.21 The Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) also identifies more than 65 transport projects that will be delivered in the next five years in Greater Manchester, including purchase of 27 new trams; £160m of new walking and cycling infrastructure across all ten districts; and expanding the city-region's electric vehicle charging network.
- 2.22 Further details on the accessibility are provided in the accompanying ES at Chapter 9: Transport and Access and its appendices.

Summary

- 2.23 The application site is located to the north of Manchester City Centre within the existing Collyhurst neighbourhood of the Northern Gateway. The site area comprises 4.7ha of brownfield land.
- 2.24 Areas of hardstanding are located in the southern and central parts of the site where homes were demolished as part of the PFI. The majority of the site does not contain any existing buildings or structures aside from the 29 existing properties, the Collyhurst Village store and substation located in the south eastern corner of the site. The site also includes existing trees, grassed areas and hedgerows. The site is accessible to pedestrians and cyclists and is in close proximity to public transport links which promotes reduced reliance on private motor vehicles.
- 2.25 Significant change and regeneration is planned for the Northern Gateway as outlined in the SRF. Overall, the site is a suitable location for high-quality residential-led development and will play an important role in the successful regeneration of Collyhurst.
- 2.26 The following section of this SPS describes the proposed development.

3. The Proposed Development

- 3.1 This section describes the use and amount, layout, appearance, access, refuse and waste management and landscaping of the proposed development. The application proposals are described in detail in the accompanying DAS prepared by Buttress, which should be read in conjunction with this SPS.
- 3.2 This planning application seeks full planning permission for the following description of development:

“Full planning application proposing the demolition of the existing 29 residential properties, the Collyhurst Village Store, and associated car parking on Thornton Street North, Harrowby Drive, Johnny King Close, Anslow Close and Churnet Street and erection of a residential led-development comprising 3 and 4 storey houses; 2no 5 and 6 storey apartment buildings (Use Class C3) with ground floor flexible commercial units (Use Class E); and the creation of a new park with associated car parking, cycle and refuse storage, landscaping, public realm and infrastructure”

Layout

- 3.3 The proposed development is arranged into four plots A-D and the new park which is divided into two plots. A Plot Arrangement Plan is attached **Appendix V**:
- i. Plot A – is bound by Shellard Road and Harrowby Close to the South, Rochdale Road to the west, Churnet Street to the north and Thornton Street North to the east. Plot A comprises a 6-storey apartment building (50 apartments) with flexible ground floor community and commercial uses at the junction of Shellard Road and Rochdale Road and 28 houses. Vehicular access into the parking area is from Thornton Street North.
 - ii. Plot B – is bound by Churnet Street to the south, Rochdale Road to the west, Paget Street to the North and Thornton Street North to the east. Plot B comprises 43 houses. Vehicular access is from Churnet Street.
 - iii. Plot C – is bound by Paget Street to the south, Rochdale Road to the west, an unnamed road to the north and Thornton Street North to the east. Plot C comprises a 5-storey apartment building (26 apartments) facing onto Rochdale Road and 46 houses. Vehicular access to the parking area is from Paget Street via Rochdale Road or Thornton Street North.
 - iv. Plot D – is bound by an unnamed Road to the south, Rochdale Road to the west, re-instated Marston Street to the north and Thornton Street North to the east. Plot D comprises 51 houses. Vehicular access is from the unnamed road to the south.
 - v. Plot E (New Park) – comprises the northern part of the new park and is bound by Burgess Street/Paget Street to the north, Thornton Street North to the west, Plot F to the south and properties on Biddisham Walk to the east.

- vi. Plot F (New Park) – comprises the southern part of the new park and is bound by Shellard Road to the south, Johnny King Close and Anslow Close to the east and Churnet Street to the north. This planning application includes phase 1 of the new park which covers an area of 1.3ha. Phase 2 of the new park will be located immediately north and will form part of a future planning application at Collyhurst.

3.4 The proposals have been carefully designed to ensure an efficient, functional, secure and attractive layout that makes efficient use of the site. The layout has been informed by consultation with GMP and other key stakeholders. The proposed development has been designed to respond to the relationship with Rochdale Road by providing additional scale at the western boundary through the apartment buildings and 3 storey townhouses. To the east, and facing onto the proposed new park, low rise housing is the predominate form and is placed to create a series of perimeter blocks which clearly delineates between public routes and private amenity space.

Use and Amount of Development

3.5 Full planning permission is sought for the erection of a residential-led development which comprises the following components:

Use	Amount
Houses (Use Class C3)	168 units
Apartments (Use Class C3)	76 units
Flexible Commercial/Community Space (Use Class E) within the ground floor of the apartment buildings	162 sqm
New Park	1.3ha

Table 1.0 Use and Amount of Development

Demolition

3.6 The proposed development includes the demolition of 29 existing residential properties, the Collyhurst Village Store and associated car parking. A Demolition Plan is provided at **Appendix II**.

Houses and Apartments

3.7 Overall, the proposed development will provide 244 residential properties comprising a mix of houses and apartments. The Site Layout Plan (ref. 8871-BA-MP-00-DR-A-(04)706) is enclosed at **Appendix VI**. The Housetype

Plan (ref. 8871-BA-MP-XX-DR-A-(04)702), enclosed at **Appendix VII**) and shows a range of 2, 3, 4 and 5 bedroom houses and 1 and 2 bedrooms apartments across two buildings. A full schedule of the residential accommodation is set out below:

Accommodation Type	Houses	Apartments
Ground Floor 2 Bed Duplexes	-	12
Ground Flood 3 Bed Duplexes	-	4
1 Bed	-	18
2 Bed	56	40
3 Bed	88	2
4 Bed	23	-
5 Bed	1	-
	168	76

Table 1.1. Schedule of residential accommodation

- 3.8 The proposals include a range of different house types. Visuals of the housetypes are provided in the DAS (pages 76 – 93) and described below:

Housetype	Tenure	No. bedrooms	No. storeys	Floor area (sqm)	Roof terrace / garden	Bin/bike store
HT01 – 2B4P	Open market	2	4	85.3	Roof terrace	Bin and bike store on driveway
HT02 – 3B5P	Open market	3	3	103.6	Rear garden and roof terrace	Bin store on driveway Bike store in garden

HT02 - 3B5P social	Social rent	3	3	102.6	Rear garden and roof terrace	Bin and bike store on driveway
HT03 - 4B6P	Open market	4	3	113.6	Rear garden	Bin store on driveway Bike store in garden
HT03 - 4B6P social	Social rent	4	3	113.5	Rear garden and roof terrace	Bin and bike store on driveway
HT04- 4B6P (end)	Open market	4	3	116.1	Rear garden	Bin store on driveway Bike store in garden
HT04- 4B6P (end) social	Social rent	4	3	117.3	Rear garden	Bin and bike store on driveway
HT05 - 5B7P social	Social rent	5	3	135.3	Rear garden	Bin and bike store on driveway
HT06 - 3B5P special social	Social rent	4	3	125.4	Rear garden	Bin and bike store on driveway

Table 1.2 Schedule of Housetypes

- 3.9 The proposals include a range of different apartment types. Floor plans of the apartment buildings are provided in the DAS (pages 66-69) and described below. The apartment buildings have been designed for ultimate flexibility so that they can meet the needs of different age groups, including the elderly. Block A includes a resident's common room as well as storage for scooters.

Apartment type	Tenure	No. bedrooms	Bin/bike store
Duplex	Social rent	2	Internal shared
Duplex	Social rent	3	Internal shared
1 bedroom	Social rent	1	Internal shared
2 bedroom	Social rent	2	Internal shared
3 bedroom	Social rent	3	Internal shared

Table 1.3 Schedule of Apartment Types

3.10 The tenure mix is proposed as follows:

- 100 social rent dwellings (41%): 24 of these will be houses and 76 will be apartments;
- 144 Open market dwellings (59%): all 144 will be houses.

3.11 The location of the open market dwellings and social rent dwellings have been dispersed across all plots to create a “tenure blind” development. The distribution of the homes by tenure is shown on the Collyhurst Village Tenure Plan (ref. 8871-BA-MP-XX-DR-A-(04)704) included at **Appendix VIII**.

Flexible Community/Commercial Space

3.12 The proposals include 162 sqm of flexible community/commercial floorspace (Use Class E) located at the ground floor of the 6 storey apartment building on Rochdale Road, fronting onto the new neighbourhood square in Plot A. This provides a wealth of activity and opportunity for social interaction to support an active, attractive, and socially sustainable community. The community areas utilise generous glazed frontages to retain a connection to the local area and create a sense of place. The existing Collyhurst Store which is proposed for demolition as part of this planning application could be relocated to the commercial space.

New Collyhurst Park

3.13 The proposals also include a new park (1.3ha) located in the south eastern part of the site which includes open space, a play area, wetland, sustainable drainage systems (SuDs), combined cycle and pedestrian paths and woodland. Further details of the new park are set out below at paragraphs 3.31-3.37.

Car, Cycle and Scooter Parking

3.14 A total of 228 car parking spaces are proposed which can be broken down as follows:

Plot	Car Parking		
	Houses	Apartments	Visitor
Plot A	28 (100%)	13 (26%) (including 2 disabled spaces)	-
Plot B	43 (100%)	-	-
Plot C	46 (100%)	11 (42%) (including 2 disabled spaces)	8
Plot D	51 (100%)	-	-
Thornton Street North	-	-	28
TOTAL	168 (100%)	24 (32%)	36

Table 1.4 Car and Scooter Parking

3.15 In addition, secure in curtilage cycle parking is provided for each house and internal cycle storage proposed for the apartments:

Plot	Cycle Parking	
	Houses	Apartments
Plot A	56 (200%)	50 (100%)
Plot B	86 (200%)	-
Plot C	92 (200%)	26 (100%)
Plot D	102 (200%)	-
TOTAL	336 (200%)	76 (100%)

Table 1.5 Cycle Parking

3.16 8no scooter spaces will also be provided for Apartment Block 1 in Plot A.

3.17 In terms of electric vehicle charging provision the following is proposed:

- 100% infrastructure to the houses
- 50% 7kW provision in the base build of the houses
- 10% EVC 7kW provision in the base build to the apartments.

Appearance

3.18 The DAS describes the materiality of the houses and apartments in detail. A summary is provided below.

3.19 Red multi-tones are proposed for the apartment buildings. Clay brick is the material of choice for the Collyhurst scheme because of its great aesthetic and, more importantly, the health, safety and longevity that masonry build is known to offer. The brickwork will be developed in both a stretcher bond soldier course and corbelled with cant brick detailing. The red brickwork will be detailed using vertical stack bonded soldier courses and corbelled or sawtooth brickwork will enhance entrances. The brickwork will be complimented by brick deep window reveals, aluminium windows in dark grey and juliet balconies.

3.20 Entrances to the duplex apartments will be similar and will also include a buffer space to create a threshold to the apartment entrance. Corbled Brick details will be incorporated to highlight entrances and duplex apartments. As well as the aluminium grey windows, canopies over doors will also comprise an aluminium slim roof and entrance doors will consist of grey modern timber.

- 3.21 The townhouses' design uses warm brick colours to create a common language across the development. A change in colour will differentiate the park facing houses from the street facing buildings. In addition, houses at key gateways have been enhanced using a different brick bond incorporating a darker brick to create further visual interest and different architectural detail. The contemporary design focuses on well-proportioned openings. A glazed brick pier between pairs of houses will add a flourish to terrace rhythm at eye level.
- 3.22 The houses are separated into those that are 'street view' and those that are 'park view'. The material palette for the street view houses includes a darker town of brick whereas the park view houses includes a brick with a texture and light-coloured tone complimenting whilst contrasting with the material palette of the apartment building. Both the street view and park view houses will have the following characteristics:
- Full Brick Reveals to Windows;
 - Simple Window Design; Grey UVPC window frame with Flush Opening Casements;
 - Careful choice of brickwork;
 - Complimentary and coordinated roofing and rainwater goods;
 - Feature Glazed Brick Wall for character and personalisation;
 - Rainwater goods generally recessed into the rear masonry façades;
 - Grey modern timber entrance doors.
- 3.23 Overall, the proposed development incorporates high-quality residential apartments and houses with flexible community/commercial space which complements and enhances the character of the surrounding area as well as setting a tone for the future regeneration of the Collyhurst Village neighbourhood. The appearance and materiality has been through a detailed and iterative design process with both the design team and MCC Planning Officers to ensure a high-quality finish that respects the local character and materials, including both historical references and consented future development in the vicinity.

Access

- 3.24 Full details of the pedestrian and vehicular access arrangements can be found within the accompanying planning application drawings and within the submitted Transport and Access chapter of the ES. The principle means of vehicular access to the site is from Rochdale Road via Paget Street, Shellard Road or Marston Street. Access can also be achieved from Thornton Street North via Paget Street and also two new (unnamed) roads. The internal layout of the site has been designed in line with principles outlined within "Manual for Streets".
- 3.25 The development proposals include the provision of 228 car parking spaces (including 4 disabled spaces and 36 visitor spaces). All of the houses have in curtilage parking spaces which can either be accessed directly off the highway or via the rear parking courtyards. The car parking spaces for the apartments are within the parking

courtyards and access to these spaces will be regulated by bollards to prevent non-residents from parking. There will also be visitor car parking located adjacent to the new park which be controlled through a Traffic Regulation Order ('TRO').

- 3.26 Secure cycle storage will be provided for all residents of the houses in either the front or rear gardens. For the residents of the apartments, ground floor secure cycle storage will be provided internally. The provision for cycle parking equates to a 200% provision for the houses and 100% provision for the apartments.
- 3.27 Pedestrians can access the site from all directions. There is a footway surrounding the perimeter of the site and all streets have footways on either side. There are streets on site that have no through route for vehicles but do have footways to connect through the site. Between the blocks of housing there is a proposed network of footways that connect through the site and provide direct access from parking areas to the gardens, in some instances these are gated and provide access for residents only rather than the general public, for example the access by the bus stop on Rochdale Road. The parking areas and internal streets have a different surface type to the surrounding streets and footways to encourage slower vehicle speeds and make these areas for pedestrian movement as well as vehicle movement. Footways are also designed to be continuous at junctions throughout the site, that is the surface of the carriageway raised to the level of the footway and footway surfacing continued across the footway to make walking through the development more pleasant and act as traffic calming.
- 3.28 Residents of the proposed development will be able to access the development using existing public transport services. There are bus services that run directly past the site along Rochdale Road. The southbound stop is adjacent to the site, accessible from the street just to the north of the site that provides access for pedestrians and cycles but is not a through-route for vehicles. The nearest Metrolink stop is Monsall, approximately 600m northeast of the site.

Refuse and Waste Management

- 3.29 Full details of the operational Refuse Management Strategy are contained at Section 6 of the DAS submitted in support of this application. A completed waste proforma is also enclosed at **Appendix IX**. In summary, the proposed refuse strategy has been informed by pre-application discussions with MCC and accords with the guidance document GD04 issued by MCC and the Manchester Residential Quality Guidance. GD04 provides guidance on waste storage and collection for new developments within the city.
- 3.30 The proposed layout has been tracked with the MCC Design Refuse Vehicle which is 11.5m long and 3m wide. The MCC Design Refuse Vehicle can be safely accommodated in all streets across the development other than in the living street at Plot C. For Plot C an alternative strategy for refuse collection has been developed which proposes refuse is collected from Paget Street.
- 3.31 Notwithstanding the above, it is our understanding that the Olympus OL-27W 8x4MS is the largest vehicle which currently operates within the MCC fleet. This vehicle is smaller than the MCC Design Refuse Vehicle and could access all streets within the proposed development including the living street within Plot C.

New Park and Public Realm

- 3.32 Full commentary of the approach to landscaping can be found in the submitted Design and Access Statement, which should be read alongside the submitted landscape plans prepared by Exterior Architecture (ref. 1994-EXA-00-GF-DR-L-100).
- 3.33 The landscape and public realm proposals are based on the following principles:
- A people first approach to streetscape design;
 - Maximise opportunities for green infrastructure; and
 - A sustainable approach to surface water management.
- 3.34 The housing area is separated into four plots (A-D). The streets in each plot have been arranged into three categories creating a strong and distinct hierarchy across the site. The streetscape categories are:
- Green links – main north / south connections between Rochdale Road and New Collyhurst Park, this includes Paget Street and a newly created street to the northern boundary of the site
 - Internal Street – these streets run north / south through the site and are accessed from Thornton Street and have no vehicle connection onto Rochdale Road. This creates an 'access only' scenario; and creates the opportunity to design a less formal streetscape.
 - Living Street – these streets are 'access only' and are the least busy within the masterplan, generally only accessed by a handful of homes. They are designed along the principles of the Dutch streetscape design concept Woonerf.
- 3.35 The landscape/public realm proposals for the housing areas includes the development of a new neighbourhood square, part of a network of new public spaces proposed in the Northern Gateway SRF. The new square is located on the southern boundary of the site adjacent to the existing war memorial and is defined by Rochdale Road, Shellard Street and Thornton Street North. This new space will provide a visual and physical connection between the site and the war memorial, helping to integrate the memorial into the proposals. The square will also act as a community space, connected to the proposed community hub located in the ground floor of the adjacent apartment building. It is envisaged that the space will be used to hold local community events. Tree and shrub planting have been strategically placed to shelter the space from the surrounding roads. Seating opportunities are located to the edges of the space to allow for an adapted central area for events.
- 3.36 The new park is bounded by Shellard Road, Thornton Street North, Jonny King Street and Burgess Street. This planning application seeks to deliver Phase 1 of the park, approximately half of the area identified in the SRF. The remainder of the park will be developed in conjunction with future housing proposals for the area.

3.37 The new park consists of a number of different character areas connected by a central spine path running north / south between Shellard Street and Burgess Street. A number of secondary paths are proposed to aid access and movement around the park and ensure its integration into the surrounding proposed and existing urban grain. The character areas proposed include:

- A gateway space adjacent to Shellard Street connecting the park with a new neighbourhood square associated with Collyhurst Village. This creates an integrated public space across the two sites with priority given to pedestrians in this location of Thornton Street North.
- Areas of woodland blocks acting as structure within the park to define recreation spaces. The woodland blocks also provide significant habitat and bio-diversity benefits and provide opportunities to informal and natural play.
- Areas of open lawn providing multifunctional recreation spaces for informal sporting activities and larger team or group events.
- An orchard of fruiting trees to enhanced local habitat and biodiversity whilst creating opportunities for community-based activities such as food growing and harvesting. The inclusion of the orchard is a direct result of the public consultation process.
- A formal play space located centrally within the park creating a hive of activity for all age groups.
- A pedestrian boulevard running east / west through the park along the current alignment of Churnet Street. This route connects the park into the existing surrounding urban grain whilst establishing new routes for future development phases.
- A bio-diverse linear swale that runs parallel to Thornton Street North and is designed to attenuate surface water runoff from the park and highway.
- An area of multifunctional wetland to the north of the park, designed to be a wildlife haven whilst creating educational opportunities and attenuating surface water from Collyhurst Village to the adjacent side of Thornton Street North.

3.38 A central spine route designed for use by pedestrians and cyclists runs north / south through the park connecting the various character areas mentioned above. Significant numbers of new trees are proposed throughout the park including woodland trees, parkland trees and specimen trees.

3.39 Seating opportunities are a key consideration of the park design taking the form of regular resting opportunities along key routes, informal seating opportunities to the edges of the recreational spaces and play areas and the introduction of picnic tables and benches to key spaces such as the banks of the wetland. The seating opportunities are designed to accommodate all ages and abilities.

Phasing

3.40 It is anticipated that construction will start on site in 2021 and full site completion by 2023. Due to the scale and nature of the development, there will be a need to sequence the construction of the scheme. The sequencing of construction is likely to take place in two main phases as follows:

1. Parcel D and C together with apartment blocks A and C; and
2. Parcel B and A together with demolition of existing houses and construction of park (parcels E and F).

3.41 N.B. There is a potential for the demolition of the existing houses on site and construction of Parcel F of the park to occur after the construction of parcels A, B and E.

3.42 The Plot Arrangement Plan shown in **Appendix V** sets out the extent, sequencing and timing of the development phases.

Summary

3.43 This full planning application proposes the development of a residential-led scheme including 168 houses and 76 apartments (244 units in total), flexible commercial/community space and a new park. The proposals have been designed with due regard given to the technical assessments undertaken by the Applicant's project team. The proposed development represents a comprehensive and high-quality scheme undertaken in line with best practice guidance.

3.44 The following section of the statement sets out the relevant planning policy framework.

4. Planning Policy Framework

- 4.1 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

- 4.2 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

- 4.3 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. As defined by the Local Development Framework Area Map, the site is within the Inner Areas, North Manchester and the extended Manchester City Boundary. The Manchester Core Strategy also divides the city into five regeneration areas in addition to the City Centre. The site is located within the North Manchester Regeneration Area.
- 4.4 The key policies of the Core Strategy and UDP which apply to the application site are summarised below. All other policies relevant to the determination of the application are summarised and assessed in the Policy Assessment Schedule enclosed at **Appendix X**.
- 4.5 **Policy SP1 – Spatial Principles** - provides the key spatial principles that will guide the strategic development of Manchester to 2027. The policy encourages the centre to be a focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. Policy SP1 also states that the city is covered by regeneration frameworks and all development should have regard to the character, issues and strategies set out in the prospective plans. This policy also encourages development to minimise emissions, and to reduce the need to travel by locating development close to jobs, services, education and open space.
- 4.6 **Policy H1 – Overall Housing Provision** - states approximately 60,000 new dwellings will need to be provided in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy
- 4.7 **Policy H2 – Strategic Housing Location** - states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic

location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

- 4.8 **Policy H3** – 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 lie next to 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.
- 4.9 **Policy H8** – Affordable Housing - requires that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.
- 4.10 **Policy EN4** – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development – states that all development must follow the principle of the Energy Hierarchy, and where possible, take advantage of low and zero carbon energy supplies, and use building materials with low embodied carbon.
- 4.11 **Policy EN5** – Strategic Areas for Low and Zero Carbon Decentralised Energy Infrastructure – states that the Regional Centre will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. New development will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans.
- 4.12 **Policy EN6** – Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies – states that applications for residential development of 10 or more units will be expected to provide an Energy Statement, submitted as part of the Design and Access Statement, which sets out the projected regulated energy demand and associated CO2 emissions for all phases of the development. The Energy Statement must demonstrate how the development meets the domestic CO2 emissions reductions targets provided in this policy.
- 4.13 **Policy EN8** – Adaptation to Climate Change - Policy EN8 encourages all new development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. It also states that developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Other Relevant Core Strategy Policies

- 4.14 The following additional Core Strategy policies are relevant to this planning application and are summarised in the Policy Schedule enclosed at **Appendix X**:

- Policy EC4 – North Manchester
- Policy T1 – Sustainable Transport
- Policy T2 – Accessible areas of opportunity and need
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN3 – Heritage
- Policy EN9 – Green Infrastructure
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN17 – Water Quality
- Policy EN18 – Contaminated Land and Ground Stability
- Policy EN19 – Waste
- Policy DM1 – Development Management

Relevant Unitary Development Plan (UDP) Policies

4.15 The Manchester UDP was adopted by the Council in July 1995. The Manchester Core Strategy replaces significant elements of the UDP. The following saved policies are relevant to this planning application and are summarised in **Appendix X**:

- Citywide Development Control Policy DC1.1
- Citywide Development Control Policy DC7.1
- Citywide Development Control Policy DC19.1
- Citywide Development Control Policy DC20.1
- Citywide Development Control Policy DC22.1
- Citywide Development Control Policy DC26.1
- Citywide Development Control Policy DC26.2

Other Material Considerations

4.16 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;
- Manchester Residential Quality Guidance (December 2017);
- The emerging Greater Manchester Spatial Framework (GMSF);
- Manchester's Affordable Housing Strategy (December 2018);
- Emerging Manchester Local Plan;
- The National Planning Policy Framework ('Framework') (February 2019); and
- Planning Practice Guidance (March 2014).

4.17 A summary of the documents listed is set out below.

Regeneration Frameworks

Manchester Northern Gateway Strategic Regeneration Framework (2019)

4.18 The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13 February 2019 and is a material consideration in the determination of all planning applications within the Northern Gateway. The SRF proposes 7 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.

4.19 The SRF² identifies the following key opportunities for Collyhurst:

- Potential for low to mid-use intensification with a mix of housing types and tenures appealing to various lifestyles and incomes;
- Provide a mix of high-quality family accommodation;
- Create outstanding public spaces and social infrastructure for existing and new residents;

² Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 28

- Enhance links to bus and Metrolink nodes;
- Prime Rochdale Road frontage creates an opportunity to support a higher density of residential development and strengthen the street edge; and
- Develop a strong Gateway at Queen's Road and rationalise the junction.

4.20 The SRF includes a Development Framework which comprises:

- (i) SRF-wide design and development principles that aim to guide the future development of the Northern Gateway. The design and development principles are grouped into eight overarching themes and are presented in Chapter 5 of the SRF; and
- (ii) Neighbourhood design and development principles that aim to guide development in each of the neighbourhoods. These neighbourhood design and development principles are described in Chapter 6 of the SRF.

4.21 Various plans are presented within the Development Framework which are illustrative representations of the SRF wide and neighbourhood design and development principles. An Illustrative Masterplan for the entire Northern Gateway is presented at the end of Chapter 6 to show how the neighbourhoods could be developed in response to the design and development principles. The Illustrative Masterplan is an accumulation of the Indicative Spatial Frameworks presented in Chapter 6 for each neighbourhood.

4.22 The site is located within the proposed Collyhurst Village neighbourhood.

4.23 Collyhurst Village is identified as 1 of the 7 interconnected neighbourhoods in the Northern Gateway SRF with a vision for a high-quality, family-orientated, residential-led neighbourhood, with a distinctive sense of place. Furthermore, there are opportunities within the Collyhurst Village neighbourhood to improve connectivity to the city centre and existing neighbourhoods, and provide a range of public realm interventions, including a New Collyhurst Park linking Collyhurst Village to the new City River Park. The Northern Gateway SRF³ states that Collyhurst Village will continue to be a residential-led neighbourhood in accordance with the Council's Development Plan which will be supported by suitable, high-quality social and community infrastructure. The neighbourhood will accommodate a mix of medium to high density housing types and tenures for residents of all ages, including houses and apartments all with high quality access to green spaces. It states that some blocks in the east of the neighbourhood along Rochdale Road may provide a mix of commercial and residential uses. It states that active frontages will be prioritised to support varied and safe streets. Commercial and community uses will be provided along important routes where increased footfall is expected, such as Rochdale Road.

³ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 79

4.24 The SRF also highlights Collyhurst Village's public realm and public spaces opportunities that need to be addressed, including provision for a New Collyhurst Park. The SRF⁴ states that a new park in the heart of the neighbourhood will form part of a wider green network, that will connect Collyhurst Village with Vauxhall Gardens and the City River Park to the west, and Monsall to the north and east. The park will sensitively incorporate the War Memorial and Cemetery and create new opportunities for play, sports and recreation. Part of this park is included within the application site. The SRF⁵ expands on this further and identifies the following being provided within the New Collyhurst Park:

- New key connection towards the tram stop;
- Water features provide sustainable drainage whilst referencing existing watercourse beneath the ground;
- Lawn areas provide open space for sport and recreation;
- Equipped play area;
- Informal pedestrian route meanders through the park;
- Existing memorial space;
- Woodland blocks break the park up into a series of spaces;
- Colourful surfacing invites play and provides space for informal sport and recreation; and
- Well-designed seating and lighting.

4.25 The application site is identified by the Collyhurst Village spatial framework as a medium to medium-high density residential development with a new park. A green link crosses the site from east to west and an opportunity for a distinctive landmark building with a focus on height is located at the junction with Rochdale Road and Shellard Road. Opportunities for a distinctive landmark building with a focus on architectural treatment are located at the junction with Paget Street and Thornton Street North; Marston Street and Rochdale Road and Marston Street and Thornton Street North. Active frontages are located facing onto Rochdale Road and the proposed new park.

Lower Irk Valley Neighbourhood Development Framework (2016)

4.26 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.

⁴ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 82

⁵ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 84

North Manchester Strategic Regeneration Framework (2012)

- 4.27 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 socio-economic (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.

Summary

- 4.28 In summary, there is a comprehensive and positive strategic regeneration context which underpins and supports the development proposals at the application site. The site has been consistently identified for future development through a series of non-statutory regulation frameworks including the Lower Irk Valley NDF, the North Manchester SRF and more recently in the Manchester Northern Gateway SRF. The Northern Gateway SRF was endorsed by MCC in February 2019 as a material consideration in the determination of future planning applications and to guide development within the Northern Gateway.

Manchester Residential Quality Guidance (December 2017)

- 4.29 The Manchester Residential Quality Guidance ('MRQG') was published in draft in August 2016 and adopted by the City Council's Executive in December 2017 and sets out MCC's design and quality standard for new housing. The quality guidance demands design excellence in all new housing built in the city, sets minimum space standards and seeks to ensure high environmental standards.
- 4.30 The MRQG sets out the following nine components that *'combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live'* and developers are expected to refer to the guidance throughout the planning and development process and any new development should comply with it unless otherwise justified that it will not:
- Make it Happen – ensuring that proposals are delivered as designed, well-constructed and sustainably built;
 - Make it a Home – providing sufficient space, natural light and storage to allow people to settle down and flourish;
 - Make it Future Proof – anticipate the impacts and effects of climate change that can make residential design more efficient;
 - Make it Practical – dealing with the clutter of life;
 - Make it Manchester – understanding the characters and qualities of various parts of the city;
 - Make it bring people together – encouraging a sense of community and neighbourliness;

- Make it animate streets and spaces – the interrelationship between buildings, streets and spaces in making a place feel safe and inviting;
- Make it easy to get around – ensuring that development is accessible, well-connected and easy to get around;
- Make it work with the landscape – enhancing and improving the connection with landscape and nature.

4.31 The MRQG requires good quality residential developments to exhibit an active ground floor to facilitate animated and interesting streets which the development makes provisions for.

4.32 Well considered public realm should be an integral part of all new residential development to ensure that Manchester's neighbourhoods are attractive, vibrant and successful. Landscaping and new public realm forms an integral part of the application proposals.

4.33 The MRQC requires residential development to be functional and offer practical solutions to waste management, recycling facilities, cycle parking and storage.

Emerging Greater Manchester Spatial Framework

4.34 The emerging Greater Manchester Spatial Framework ('GMSF') is a joint plan for Manchester that will provide the land for jobs and new homes across the city region. The framework, which is being prepared by all 10 Councils working together in partnership, will ensure that we have the right land available in the right places to deliver the homes and jobs we need up to 2035, and will identify the new infrastructure such as transport, schools, health centres and utility networks required to achieve this.

4.35 A revised draft of the GMSF was published for consultation in January 2019. It was anticipated that the next draft of the GMSF would have been published for consultation in Summer 2020 however the current COVID-19 situation means timescales were pushed back. The final stage of consultation before the GMSF goes to the Secretary of State, known as the 'Publication Stage' was planned for December 2020 - January 2021. However at an extraordinary meeting of Stockport Council on Thursday 3 December 2020, the Council voted against Stockport's inclusion in the GMSF by 36 votes to 25. The nine other Greater Manchester Council's will now have to determine whether or not they can go ahead with the plan.

4.36 At the time of writing, in accordance with paragraph 48 of the Framework, no weight should be attributed to the GMSF because of the uncertainty as to whether it will go ahead, the very early stage of preparation and the extent of unresolved objections to the relevant housing policies.

Manchester's Affordable Housing Strategy

4.37 A report was endorsed by MCC's Economy Scrutiny and Executive in December 2018 which set out proposed new affordable housing policies to create a step-change in the number and tenure of affordable homes being built across the city.

- 4.38 The report identifies that there is a need to deliver affordable housing in the City Centre. It is also acknowledged that delivering affordable housing within the city centre is challenging. For example, land values in the city centre are significantly higher.
- 4.39 MCC is also seeking to deliver more affordable housing with partners such as FEC, for example the delivery of 20% of the 15,000 new homes within the North Gateway as affordable.

Emerging Manchester Local Plan

- 4.40 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

- 4.41 The NPPF (February 2019) sets out the Government's planning policies for England and how these are expected to be applied. The overall emphasis of the Framework is to reiterate the Government's key objectives of boosting the supply of housing, facilitating economic growth, and securing sustainable development.
- 4.42 The NPPF defines the purpose of the planning system as being to contribute to the achievement of sustainable development. It explains at Paragraph 8 that there are three dimensions to sustainable development. These are economic, social and environmental.
- 4.43 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:

c) approving developments that accord with an up to date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;

or ii. 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."

- 4.44 The NPPF is a significant material consideration in the determination of this application and the following chapters are relevant:
- Chapter 2: Achieving sustainable development;

- Chapter 5: Delivering a sufficient supply of homes;
- Chapter 6: Building a strong, competitive economy;
- Chapter 8: Promoting healthy and safe communities;
- Chapter 9: Promoting sustainable transport;
- Chapter 11: Making effective use of land;
- Chapter 12: Achieving well-designed places; and
- Chapter 16: Conserving and enhancing the historic environment

4.45 Overall, the NPPF makes it clear that Local Planning Authorities should look for solutions rather than problems, and decision-takers should seek to approve applications for sustainable development.

Planning Practice Guidance

4.46 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

4.47 As defined by the Local Development Framework Areas map the site is located within the Inner Areas, North Manchester and the extended Manchester City Boundary. The Manchester Core Strategy also divides the city into five regeneration areas in addition to the City Centre and the site is located within the North Manchester Regeneration Area. Collyhurst Village is also identified as 1 of the 7 interconnected neighbourhoods in the Northern Gateway SRF with a vision for a high-quality, family-orientated, residential-led neighbourhood, with a distinctive sense of place.

5. Planning Appraisal

- 5.1 Under the provisions of Section 38 of the Planning & Compulsory Purchase Act 2004, LPAs are required to determine planning applications in accordance with policies contained within the statutory development plan unless material planning considerations indicate otherwise.
- 5.2 This section demonstrates that the proposed development accords with the Development Plan and supports the Council's aspirations for the regeneration of the site and surrounding area. Further technical considerations are set out in Section 6 of this SPS. Consideration is given to the following key issues:
- Regeneration and Principle of Residential-Led Development;
 - Housing Mix and Residential Typologies;
 - Affordable Housing;
 - Design and Creating a Sense of Place;
 - Scale and Density;
 - Secure by Design and Active Frontages;
 - New Park and Public Realm Strategy;
 - Trees;
 - Climate Change, Sustainability and Energy Efficiency; and
 - Access, Connectivity, Car and Cycle Parking

Regeneration and Principle of Residential-Led Development

- 5.3 Core Strategy Policy H1 relates to the overall housing provision and sets out that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Table 9.1 of the Core Strategy sets out the distribution of housing by regeneration area and identifies that North Manchester will deliver 11,840 new dwellings over the Plan period.
- 5.4 Core Strategy Policy H2 relates to the 'Strategic Housing Location' and states that the key location for new residential development throughout the Core Strategy's Plan period will be within the area to the east and north of the City Centre as defined by Figure 9.1 of the Core Strategy. The application site is in Collyhurst and is within the Strategic Housing Location where there is a particular emphasis on diversifying the housing officer by

providing medium density family housing including affordable housing; environmental improvements; creating sustainable neighbourhoods which include complementary facilities and services and considering the inclusion of residential elements as part of employment-led development.

- 5.5 Core Strategy Policy H3 (North Manchester) states that North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of the new residential development in Manchester and that priority will be given to family housing and other high value, high quality development where this can be sustained.
- 5.6 The application site is also located within the Strategic Housing Location (Core Strategy Policy H2) which is MCC's key location for new housing throughout the Plan period.
- 5.7 It is clear that Manchester has seen and will continue to see rapid growth in its population and economy over the next 20 years. The amount of new housing that Greater Manchester needs to provide is driven by demographic changes and proposed scale of economic growth and additional evidence-based research has been undertaken since the adoption of the Core Strategy which sets out an updated position. Based on the use of 2014-based household projections, the population of Greater Manchester will grow by over a quarter of a million people between 2018 and 2039. Using the Government's standard method⁶ means that around 201,000 new homes will be required in Greater Manchester up to 2037 which equates to an average of approximately 10,580 per annum across the 10 Authorities. For the City of Manchester, the standard method gives a requirement to deliver approximately 3,000 new dwellings per annum.
- 5.8 There has previously been housing on the application site which was demolished as part of MCC's estate renewal project and the intention to redevelop the site for housing has been a proposal for a number of years. The JV between MCC and FEC and the preparation of the Northern Gateway SRF now means that open market sale and affordable homes can be delivered in Collyhurst Village as part of Phase 1 of the Northern Gateway.
- 5.9 The proposals would deliver 244 new homes comprising a mix of 2, 3, 4 and 5 bed dwellings. The proposals will make a positive contribution to MCC's overall housing target and more specifically their aspiration to deliver 11,840 new homes in North Manchester in this plan period. Approximately 50% of the homes proposed will be family housing (three bedrooms or above) which is in accordance with Core strategy Policies H1, H2 and H3. The proposals also include the first phase of New Collyhurst Park and flexible commercial/community space in both apartment buildings which will secure the relocation of Collyhurst Village store, serve and complement the community and deliver the public realm interventions.
- 5.10 The proposals include the demolition of 29 properties and individual discussions have been undertaken with those residents prior to the submission of this planning application. MCC has made a commitment to those residents that every Council tenant whose house is proposed for demolition will be offered the opportunity to move into a new property.

⁶ NPPF (2019), Para 60; PPG – Housing and Economic Needs Assessment (2019)

- 5.11 The site is located within the Collyhurst Village neighbourhood of the Northern Gateway SRF. The Northern Gateway is a unique opportunity to deliver transformational regeneration on an unprecedented scale in Manchester and help fulfil Manchester's potential as a truly innovative, sustainable and world-class city. The vision for the Northern Gateway is to deliver a series of vibrant, sustainable and integrated residential neighbourhoods within the extended city centre of Manchester. This means providing the necessary amount of new homes, and the right types of accommodation and supporting infrastructure that will attract a permanent population that sees the Northern Gateway as an area where people and families can settle indefinitely.
- 5.12 The SRF⁷ states that Collyhurst Village will continue to be a residential-led neighbourhood in accordance with the Council's Development Plan which will be supported by suitable, high-quality social and community infrastructure. The vision for Collyhurst Village is to create a high-quality, family-orientated, residential-led neighbourhood, with a distinctive sense of place, a mix of housing options and dynamic community heart. The SRF states that there is an opportunity in the short term to deliver a range of new and affordable housing, which could include a number of new social housing dwellings within Collyhurst as part of the initial phases of development. The SRF also states there are opportunities to improve connectivity to the city centre and existing neighbourhoods, and provide a range of public realm interventions, including a New Collyhurst Park.
- 5.13 In summary, the redevelopment of the site for a residential-led development will ensure that a large and predominantly vacant area of previously developed land is brought back into use. The regeneration of the site and its development to deliver a high-quality housing development accords fully with the spatial principles of Core Strategy policies H1, H2 and H3. In addition, the principle of development also complies with the key objectives of the Northern Gateway SRF which seeks the successful redevelopment of Collyhurst Village for high-quality, family-orientated, residential-led neighbourhood and the Framework which seeks to make effective use of land to meet the need for new homes.
- 5.14 The principle of residential development at the site is clearly embedded in both adopted planning policy and strategic guidance and is entirely acceptable in planning terms.

Housing Mix and Residential Typologies

- 5.15 A diverse range of housing will be required to meet population and household growth in Manchester. A key part of the overall strategy is to maximise the amount of development on brownfield sites in the most accessible locations. In order to deliver the necessary densities, an increasing proportion of new dwellings will be in the form of apartments and town houses. The Northern Gateway SRF states that Collyhurst Village will continue to be a residential-led neighbourhood in accordance with the Council's Development Plan which will be supported by suitable, high-quality social and community infrastructure. The neighbourhood will accommodate a mix of medium to medium-high density housing types and tenures for residents of all ages, including houses and apartments all with high quality access to green spaces.

⁷ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 79

- 5.16 The proposed housing mix accords with the principles in the Northern Gateway SRF in that it proposes a mix of houses and apartments which can meet the needs of families and smaller households. The proposed housing mix is set out below:

Accommodation Type	Number of units	Percentage
1 Bed	18	7%
2 Bed	108	44%
3 Bed	94	39%
4 Bed	23	9.5%
5 Bed	1	>0.5%
	244	

Table 1.6 Housing Mix

- 5.17 The proposed mix has been informed by careful consideration of the space standards in the Manchester Residential Quality Guidance and will appeal to different market sectors. Approximately 50% of the accommodation will be family housing (3 bedrooms or more) and all of the apartments will be for social rent tenure to appeal to the younger working age residents who have higher than average economic activity and employment rates. There will also be a range of apartments to meet the housing needs of older persons. Apartments in Apartment Block 1 are flexibly designed to meet the needs of older occupants or people with disabilities.
- 5.18 The MRQG requires the space standards of new dwellings to comply with National Described Space Standards as a minimum and reflect the London Housing Design Guide standards. All of the properties meet the London Design Guide minimum areas. In addition, the proposed development accords with the key principles of the MRQG.
- 5.19 In summary, the design of the individual properties has evolved with reference to the overarching principles of the MRQG, as well as the key design aspirations relating to space and daylight, storage and privacy. As a result, the housing typologies and mix accord with Policies H1 and H3 of the Core Strategy. Furthermore, the quality, mix and size of the residential units will appeal to different market sectors, in accordance with the aspirations of the Core Strategy and the Northern Gateway SRF which seek to provide a mix of medium to medium high density housing types and tenures for residents of all ages in Collyhurst Village.

Affordable Housing

- 5.20 Core Strategy Policy H8 requires that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable.
- 5.21 As MCC's partner in the joint venture, FEC are committed to delivering affordable housing across the Northern Gateway. A key opportunity of the SRF is to provide affordable housing to people on a range of incomes. The provision of affordable housing in the right locations and the right type and form to ensure that homes are truly affordable for Northern Gateway residents. The SRF states that affordable housing will be provided in accordance with Core Strategy Policy H8.
- 5.22 Overall, it is proposed that a total of 100 properties (41%) will be social rent, the tenure mix of which will be as follows:
- 24 Houses;
 - 76 Apartments.
- 5.23 An Affordable Housing Statement has been prepared by the Applicant and is enclosed at **Appendix XI**.
- 5.24 Overall, the Affordable Housing Statement demonstrates that the proposals significantly exceed the requirements of Core Strategy Policy H8 which is a significant benefit of the scheme.

Design and Creating a Sense of Place

- 5.25 Policy EN1 of the Core Strategy expects new development in Manchester to take into consideration its location within the specific character areas and reinforce the sense of place and local distinctiveness of the City. This is considered an important element in increasing the sense of local ownership of and respect for a neighbourhood. The site is located within the Central Arc Character Area where the opportunity exists for development on a large scale using innovative urban design solutions. In addition, Core Strategy Policy DM1 also states that all development should have regard for the impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and the character of the surrounding area.
- 5.26 Furthermore, the Core Objectives of the Northern Gateway SRF are to:
- Deliver a unique and high quality residential-led regeneration scheme;
 - Create a varied network of high-quality green streets and public open spaces;
 - Create Manchester's unique City River Park;
 - Build on the best of what is there;

- Improve connectivity across the Northern Gateway and beyond;
- Create new gateways to and from the city centre;
- Deliver truly sustainable places; and,
- Foster the emergence of local retail and service hubs.

5.27 The following key design principles have been considered in the design of the proposed development:

- Create distinct character areas that foster the creation of a vibrant, inclusive neighbourhood;
- Create balanced streets with active frontages through front doors and amenity and community space;
- Deliver a diverse range of homes that cater for the needs of families, young professionals, the elderly and empty nester's;
- Improve connections and permeability through the neighbourhood with a network of green links, integrating the New Collyhurst Park;

5.28 The design proposals have been formulated through a lengthy iterative process incorporating environmental assessment and consultation. This process has allowed site constraints and opportunities to directly influence the evolution of the design.

5.29 A number of key design strategies have informed the arrangement of the site layout and the concepts for a secure and integrated community. The key strategies to seek create a protective edge to Rochdale Road and a strong form to the park; positive, safe connections to New Collyhurst Park for play amenity and community well-being; a new vibrant and sustainable landscape of shared and private green space; robust and legible street patterns, improved connectivity, prioritising pedestrian routes, active frontage and permeable street; landmarks to announce key corners to highlight community identity and active frontage, whilst maintaining a sensitive relationship to the War Memorial; and a characterful mix and range of property types with different scales and mass that decreases in height from Rochdale Road to the park.

5.30 As a result, the housing area is simply arranged into four large plots; two to the north of Paget Street and two to the south. The two apartment buildings face onto Rochdale Road, providing an anchor on the main arterial route. Houses adjoining Rochdale Road provide a variance in height along the route, with the majority of the taller 4 storey townhouses on this side of the site. To the east, and facing onto the proposed new park, low rise housing is the predominate form and is placed to create a series of perimeter blocks which clearly delineates between public routes and private amenity space. The new Collyhurst Park is situated on the eastern portion of the site in line with the SRF and is divided into two plots. Developed in conjunction with the housing, the park layout consists of a number different character areas, permeated with links integrated into the urban grain.

5.31 A summary of the key design considerations is provided below:

- Frontage to Rochdale Road** – the 5 and 6 storey apartment buildings have been located at the frontage with Rochdale Road to create scale. The 4 storey house type is located with its gable abutting Rochdale

Road to continue the sense of scale. Glazing and recessed entrances provide relief and architectural interest, whilst additional planting and trees soften the approach. As a primary route into the city centre, the treatment along Rochdale Road is a robust combination of complimentary architectural approaches for the apartments and housetypes.

- ii. **Materiality** – The houses are separated into ‘street view’ and ‘park view’. The material palette for the street view houses includes a darker town of brick whereas the park view houses includes a brick with a texture and light coloured tone complimenting whilst contrasting with the material palette of the apartment building. Red multi-tones are proposed for the apartment buildings. The brickwork will be developed in both a stretcher bond soldier course and corbelled with cant brick detailing. The red brickwork will be detailed using vertical stack bonded soldier courses and corbled or sawtooth brickwork will enhance entrances. The brickwork will be complimented by brick deep window reveals, aluminium windows in dark grey and juliet balconies. Clay brick is the material of choice for the Collyhurst scheme because of its great aesthetic and, more importantly, the health, safety and longevity that masonry build is known to offer.
- iii. **Landmark buildings** – A 6 storey landmark apartment is located at the junction with Rochdale Road and Shellard Street. The 4 storey townhouses have been located fronting Rochdale Road to create landmark features of architectural interest.
- iv. **Street trees** – The building line has been set back to allow for street trees to be incorporated into the layout. The existing Paget Street, which runs centrally east/west through the development, will become a Green Link creating a direct connection from Rochdale Road to the new park and wider Collyhurst Village area. Paget Street is wider than the Internal Streets and can accommodate street tree planting and rain gardens along its length, extending the character of the park into the housing site. Like the Internal Streets it is bounded by gardens on both sides. The street trees and rain gardens are carefully co-ordinated with the gardens and driveways to ensure the maximum number of trees along the street is achieved whilst still facilitating access where required. The proposed rain gardens form part of the wider SUD's strategy across the site.
- v. **Living streets** – these are ‘access only’ and are the least busy within the masterplan, generally only accessed by a handful of homes. They are designed along the principles of the Dutch streetscape design concept Woonerf.
- vi. **Car parking provision** – all of the parking for the houses is provided within private curtilage to the front separated by landscape buffers. Car parking to the rear of the apartments is provided in the form of courtyards. Additional visitor car parking is provided within the Living streets and to the community centre with Collyhurst Village. Along Thornton Street visitor carparking is also provided for the New Collyhurst Park.

- vii. **Secure by design** – the proposals have developed informed by extensive consultation with GMP (see paragraph 5.40).
- viii. **Public and private areas** – The proposals seek to minimise the amount of public areas in the housing development and promotes private amenity space including high quality external amenity space in the form of private gardens, balconies and roof terraces. Private gardens provide a degree of separation from the public street, both vehicular and pedestrian. In addition, the proposal for the housing site includes the development of a new neighbourhood square, part of a network of new public spaces proposed in the Northern Gateway SRF. The new square is located on the southern boundary of the site adjacent to the existing war memorial and is defined by Rochdale Road, Shellard Street and Thornton Street North. This new space will provide a visual and physical connection between the site and the war memorial, helping to integrate the memorial into the proposals. The square will also act as a community space, connected to the proposed community hub located in the ground floor of the adjacent apartment building. It is envisaged that the space will be used to hold local community events.

5.32 The design response for the development clearly details how the proposed development addresses local character and heritage assets, supports the achievement of the Core Strategy Strategic Objectives and responds to key design principles; including character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability, and diversity. The proposed scheme has been designed to provide a high-quality residential development which adheres to the requirements of Core Strategy Policies EN1 and DM1, reinforcing the sense of place and local distinctiveness. In addition, the design of the proposed development complies with the principles of the Northern Gateway SRF. A detailed assessment of the design of the proposed development is contained in the DAS which should be read in conjunction with this SPS.

Active Frontages and Secure By Design

- 5.33 The site is located within a wider area identified as a Strategic Housing Location by Core Strategy Policy H2 which states that developers should take the opportunity to provide significant regeneration benefits by creating sustainable neighbourhoods which include complementary facilities and services.
- 5.34 The Northern Gateway SRF⁸ states that active frontages will be prioritised to support varied and safe streets. Commercial and community uses will be provided along important routes where increased footfall is expected, such as Rochdale Road. Active residential frontages will enhance quieter routes to create interesting, safe and carried neighbourhood areas. Figure 36 of the SRF identifies the key locations for active frontages in Collyhurst Village.
- 5.35 The proposals intend to create balanced streets with active frontages through front doors and commercial and community spaces. A 6 storey apartment building is proposed at the junction of Rochdale Road and Shellard Road and a 5 storey apartment building is proposed at the junction of Rochdale Road and Paget Street to create

⁸ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 79

a landmark, to highlight community identity and provide active frontages. The apartment building includes 162sqm of commercial space to support the wider community along Rochdale Road where increased footfall is expected. This provides a wealth of activity and opportunity for social interaction to support an active, attractive, and socially sustainable community. These spaces and the community areas utilise generous glazed frontages to retain a connection to the local area and create a sense of place.

5.36 Furthermore, the Design and Access Statement sets out the key design strategies that have informed the arrangement of the site and the concepts for a secure and integrated community. This includes:

- A protected edge to Rochdale Road and a strong form to the park;
- Positive, safe connections to New Collyhurst Park for play, amenity and community well-being;
- A new vibrant and sustainable landscape of shared and private green spaces;
- Robust and legible street pattern, improved connectivity, prioritising pedestrian routes, active frontages and permeable streets; and
- All houses incorporate in curtilage parking for one car and frontages also include integrated bin storage. All houses have 2 bike storage spaces, either combined with the bin stores at the front, or in the rear gardens;

5.37 Careful consideration has been given to providing a safe and active environment, with habitable rooms fronting internal streets, and roof terraces overlooking rear gardens to maximise natural surveillance.

5.38 The Northern Gateway SRF refers to the design of all new residential development should be in accordance with the requirements of Manchester's Residential Quality Guidance (2016) and further sets out how character, identity and public realm will be achieved. In particular, it states that this will be achieved by inclusive design, providing access to all and supporting safe and secure environments:

"New developments should provide appropriate lighting and the built form should support appropriate surveillance of public spaces at night. A clear demarcation between public and private space should be legible and support a sense of ownership that deters littering and antisocial behaviour."

5.39 The Applicant has undertaken pre-application engagement with Greater Manchester Police 'GMP' and a meeting was held on 24 June 2020 with Michael Craig (Design for Security Consultant). In response to the GMP feedback, the proposed development incorporates the following secure by design measures:

- i. Apartment bin and bike stores to be provided within the building
- ii. Entrances should not be recessed more than 600mm
- iii. Rear fencing to communal spaces should be a minimum of 2.1m
- iv. Houses with windows of routinely-occupied rooms on the front elevation.

- v. Gated alleyways
- vi. Effective lighting to ensure users feel secure in the hours of darkness

5.40 In summary, the proposed development has been designed to comply with design for security and also deliver appropriate active frontages in suitable locations, particularly along Rochdale Road in accordance with Core Strategy Policy H2 and guidance contained in the Northern Gateway SRF.

Scale and Density

- 5.41 Core Strategy Policy H2 identifies the area to the east and north of Manchester City Centre (within which the site is located) as a strategic location for new housing. The policy encourages the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. It goes on to state that in locations which are close to the City Centre, such as the Lower Irk Valley, higher densities will be appropriate.
- 5.42 Core Strategy Policy H3 identifies states that priority will be given to family housing and other high value, high quality development where this can be sustained. It states that high density housing will be permitted within or adjacent to the parts of North Manchester that lie next to 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. Core Strategy Policy H1 defines high density developments as over 75 dwellings per hectare (dph) and lower density is considered to be around 40 dwellings dph.
- 5.43 The Northern Framework SRF⁹ identifies the opportunity for Collyhurst to support a high density of residential development along the prime Rochdale Road frontage to strengthen the street edge. In addition, the SRF¹⁰ states that building heights and densities in Collyhurst Village will be comparatively lower than other parts of the Northern Gateway, however there is an opportunity to provide significantly increased building heights and densities than currently exist. The SRF¹¹ also sets out the aspirations for scale, density and form of Collyhurst Village. The application site is made up of medium and medium-high density areas (Figure 37 of the SRF). The medium-high density areas front onto Rochdale Road to the west and Thornton Street North to the east. The medium density areas run through the central areas of the site. The SRF does not specifically define the density.
- 5.44 Paragraph 121 of the Framework supports development that makes efficient use of land. Paragraph 122 seeks to avoid homes being built at low densities and to ensure that developments make optimal use of the potential of each site.
- 5.45 The application site area is 4.7ha, 3.4ha of which is the housing area. There are 244 new homes proposed equating to a density of approximately 72 dph. The site is a large development site and its redevelopment will

⁹ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 28

¹⁰ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 80

¹¹ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 80

result in significant regeneration benefits in accordance with Core Strategy Policy H2. Core Strategy Policy H3 supports high density housing within parts of North Manchester which lie next to the Regional Centre including Collyhurst. The SRF also supports high density residential development along Rochdale Road. The density proposed is considered to be entirely appropriate for Collyhurst Village.

- 5.46 The proposals include higher density apartment buildings positioned along Rochdale Road and Thornton Street North with lower density but compact development though the centre of the site. More specifically, the apartment buildings which front Rochdale Road are 5 and 6 storeys and the townhouses with gables fronting Rochdale Road are 4 storeys to provide scale. The rest of the townhouses are 3 storeys. Green routes connect pedestrians and cyclists to New Collyhurst Park and Sandhill Park to the west and key frontages overlook New Collyhurst Park.
- 5.47 The development proposed reflects the pattern of development as suggested in the Northern Gateway SRF and demonstrates a compact approach to low-rise housing whilst still delivering medium-high density apartment buildings along Rochdale Road. The proposed development constitutes a continuation of the residential character of the site and surrounding area and will result in an appropriate higher density across the site along with areas of high-quality public realm, overall contributing to providing family housing as part of a high-quality development.
- 5.48 Overall, the scale and density of the proposed development complies with the principles of Core Strategy Policies H1 and H3 paragraph, 121, 122, and 127 of the NPPF as well as the principles of the Northern Gateway SRF.

Park and Public Realm Strategy

- 5.49 Policy DM1 of the Core Strategy states that all development should have regard to effects relating to landscape, the adequacy of external amenity space and Green Infrastructure including open space, both public and private. Furthermore, the MRQG seeks to encourage the provision of outdoor amenity space that is well located, safe and well-landscaped to promote social interaction, create a sense of community and create attractive sustainable environments.
- 5.50 In addition, the Northern Gateway SRF highlights Collyhurst Village's public realm and public spaces opportunities that needs to be addressed, including provision for a New Collyhurst Park. The SRF¹² states that a new park in the heart of the neighbourhood will form part of a wider green network, that will connect Collyhurst Village with Vauxhall Gardens and the City River Park to the west, and Monsall to the north and east. The park will sensitively incorporate the War Memorial and Cemetery and create new opportunities for play, sports and recreation. The SRF¹³ expands on this further and identifies the following being provided within the New Collyhurst Park:

¹² Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 82

¹³ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 84

- New key connection towards the tram stop;
- Water features provide sustainable drainage whilst referencing existing watercourse beneath the ground;
- Lawn areas provide open space for sport and recreation;
- Equipped play area;
- Informal pedestrian route meanders through the park;
- Existing memorial space;
- Woodland blocks break the park up into a series of spaces;
- Colourful surfacing invites play and provides space for informal sport and recreation; and
- Well-designed seating and lighting.

5.51 The proposed development includes high quality external amenity space in the form of private gardens, balconies and roof terraces. Private gardens provide a degree of separation from the public street, both vehicular and pedestrian. The proposed scheme has been designed to provide high quality outdoor amenity space which adheres to the requirements of Core Strategy Policy DM1.

5.52 The proposal for the housing site includes the development of a new neighbourhood square, part of a network of new public spaces proposed in the Northern Gateway SRF. The new square is located on the southern boundary of the site adjacent to the existing war memorial and is defined by Rochdale Road, Shellard Street and Thornton Street North. This new space will provide a visual and physical connection between the site and the war memorial, helping to integrate the memorial into the proposals. The square will also act as a community space, connected to the proposed community hub located in the ground floor of the adjacent apartment building. It is envisaged that the space will be used to hold local community events. Tree and shrub planting have been strategically placed to shelter the space from the surrounding roads. Seating opportunities are located to the edges of the space to allow for an adapted central area for events.

5.53 With regards to the New Collyhurst Park, this consists of a number of different character areas connected by a central spine path running north / south between Shellard Street and Burgess Street. A number of secondary paths are proposed to aid access and movement around the park and ensure its integration into the surrounding proposed and existing urban grain. The character areas proposed include:

- A gateway space adjacent to Shellard Street connecting the park with a new neighbourhood square associated with Collyhurst Village. This creates an integrated public space across the two sites with priority given to pedestrians in this location of Thornton Street North.

- Areas of woodland blocks acting as structure within the park to define recreation spaces. The woodland blocks also provide significant habitat and bio-diversity benefits and provide opportunities to informal and natural play.
- Areas of open lawn providing multifunctional recreation spaces for informal sporting activities and larger team or group events.
- An orchard of fruiting trees to enhanced local habitat and biodiversity whilst creating opportunities for community-based activities such as food growing and harvesting. The inclusion of the orchard is a direct result of the public consultation process.
- A formal play space located centrally within the park creating a hive of activity for all age groups.
- A pedestrian boulevard running east / west through the park along the current alignment of Churnet Street. This route connects the park into the existing surrounding urban grain whilst establishing new routes for future development phases.
- A bio-diverse linear swale that runs parallel to Thornton Street North and is designed to attenuate surface water runoff from the park and highway.
- An area of multifunctional wetland to the north of the park, designed to be a wildlife haven whilst creating educational opportunities and attenuating surface water from Collyhurst Village to the adjacent side of Thornton Street North.

5.54 A central spine route designed for use by pedestrians and cyclists runs north / south through the park connecting the various character areas mentioned above. Significant numbers of new trees are proposed throughout the park including woodland trees, parkland trees and specimen trees. Seating opportunities are a key consideration of the park design taking the form of regular resting opportunities along key routes, informal seating opportunities to the edges of the recreational spaces and play areas and the introduction of picnic tables and benches to key spaces such as the banks of the wetland. The seating opportunities are designed to accommodate all ages and abilities.

5.55 In summary, the proposed development fully accords with Policy DM1 of the Core Strategy. In addition, it complies with the MRQG and the design principles of the Northern Gateway SRF in terms of public realm and amenity.

Trees

5.56 Core Strategy Policy EN9, states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Furthermore, one of the key features of Manchester's green infrastructure, encourages green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.

- 5.57 An Arboricultural Impact Assessment ('AIA') has been prepared by Amenity Tree Care which includes a Tree Survey and Tree Survey Plan which is in accordance with the AIA submitted as part of the site enabling works planning application¹⁴ but includes the additional land to the south west which forms part of the new park proposals.
- 5.58 The proposed ground works require significant level changes and therefore the removal of existing trees is required. The site enabling works planning application which was submitted prior to this application set out a tree replacement strategy for the development should for any reason the housing development not be delivered. The proposals require the removal of 208 individual trees (which are referenced in the AIA as 125 individual trees and groups). 11no trees will be retained, 7no of which will be retained along Rochdale Road helping to retain a degree of the existing mature tree line. Root Protection Areas have been plotted for the retained trees. None of the trees proposed to be removed are protected by a Tree Preservation Order or are in a Conservation Area.
- 5.59 The approach to the tree planting across the site equates to a 1:2 replacement strategy resulting in the planting of 464 new trees. For the new park this involves the creation of a distinct neighbourhood park whilst encouraging biodiversity. All year round interest, pollinator species and storm water management lie at the heart of the park strategy. The proposed pallet emphasises different typologies found in the park, namely parkland, woodland, orchard and specimen trees. Secure by Design parameters are acknowledged to achieve permeability.
- 5.60 In summary, whilst the proposed development requires the removal of 208 individual trees, it also includes provisions for the replanting of 464 new trees which accords with Policy EN9 of the Core Strategy.

Climate Change, Sustainability and Energy Efficiency

Climate Change Principles

- 5.61 Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) of the Core Strategy, EN6 (Target Framework for CO₂ Reductions from Low or Zero Carbon Energy Supplies) and EN8 (Adaption to Climate Change) are all of relevance with regards to sustainability. MCC's policy targets seek to achieve the following:

Table 12.1: Domestic CO2 emissions reduction targets

Target	% Minimum Requirement
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010
Target 2: Electricity intense buildings	+15% increase on Part L 2010
Target 3: Micro generation area	+15%increase on Part L 2010

¹⁴ Application reference: 128788/FO/2020

Tablet 12.2: Non-domestic CO2 emissions reduction targets

Target	% Minimum Requirement
Target 1: Network development area	CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010
Target 2: Electricity intense buildings (Applies to commercial uses with a high proportion of emissions from electricity use (>45kg CO ₂ /m ²)	+10% increase on Part L 2010
Target 3: Micro generation area	+15% increase on Part L 2010

- 5.62 Since Policy EN6 has been adopted, Part L of Building Regulations has been updated. The new 2013 regulations represent a 6% improvement on 2010 regulations and therefore the proposed development will require a 9% improvement on 2013 regulations.
- 5.63 Tackling climate change and reducing CO2 emissions is also emphasised in Strategic Objective S06 (Environment) which seeks to: *"Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors."*
- 5.64 The Manchester Climate Change Framework 2020-25, the city's high-level strategy for tackling climate change, was published in February 2020. It sets out how Manchester will 'play its full part in limiting the impacts of climate change' with the overarching aim for Manchester to play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.
- 5.65 One of the key design and development principles of the Northern Gateway SRF is 'Planning for a Low Carbon Future'. The planning of the wider Northern Gateway has been actively developed to facilitate the radical change in current patterns of energy generation, distribution and use that is aligned with the Manchester Climate Change Strategy and the target for the city to be zero carbon by 2038. The Northern Gateway SRF¹⁵ sets out the ways in which planning for a low carbon future will be achieved including promoting active travel through public realm and street design and adopting high standards of building design to minimise the energy required for heating and cooling. The wider energy strategy for the Northern Gateway is being developed which is likely to include the proposal for and development of a new energy centre which will help to provide the infrastructure required to deliver the planned 15,000 new homes across the SRF area.

Energy Efficiency

- 5.66 Watt Energy and Consulting Engineers ('WECE') has prepared an Environmental Standards Statement which is an appendix to Chapter 14 (Climate Change) of the ES. The report sets out the likely significant effects of the

¹⁵ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 68

proposed development in terms of climate change in the context of the site and surrounding, and wider environment, recognising that climate change is a global issue.

5.67 MCC's targets for sustainable design are set out in the table below.

Document	Sustainable Design Strategy
Manchester Council's Core Strategy 2012-2027	The Sustainable Design Strategy achieves a 20.6% reduction in carbon emissions over Part L 2013 - exceeding the EN6 documents Low Carbon target of 9% over Part L 2013.
Climate Change and Low Emission Strategies 2016-2020	The Sustainable Design Strategy achieves a 20.6% reduction in carbon emissions over Part L 2013 - exceeding the documents Low Carbon target of 48% over 1990 Emissions.
Manchester: A Certain Future	The Sustainable Design Strategy achieves a 20.6% reduction in carbon emissions over Part L 2013 - exceeding the documents Low Carbon target of 10% over Part L 2013.
Draft Manchester Zero Carbon Framework	Design Strategy fully adheres with the Carbon Neutral definition through the offsetting of operational emissions by procuring the total electricity supply from a 100% renewable energy provider.

Table 1.7 Summary of MCC Sustainable Design Strategy targets

5.68 The proposals achieve a total reduction of 20.6% in carbon emissions over Part L 2013 based on SAP 9.0 carbon factors, however when SAP 10.0 and 10.1 carbon factors are used, this reduction rises to 41.4% and 64.1% respectively. Whilst the development achieves these significant reductions, it is also supplying 100% of the operational energy from a renewable energy supplier. The development is therefore both low carbon and carbon neutral, with regards to its carbon emissions.

5.69 In summary, the proposed development fully accords with Policy EN4, EN5, EN6 and EN8 of the Core Strategy and exceeds the requirements of Part L of the Building Regulations, which is a significant benefit of the scheme proposals.

Access, Connectivity, Car and Cycle Parking

- 5.70 Core Strategy Policy T1 seeks to encourage a modal shift away from car travel to public transport, cycling and walking to support the needs of residents and businesses and to prepare for carbon free modes of transport. Core Strategy Policy T2 seeks to ensure that new development is located to ensure good access to the City's main economic drivers; is easily accessible by walking, cycling and public transports; provides appropriate car parking facilities; and includes proportionate Traffic Impact Assessments and Travel Plans for all major applications. The application is supported by both a Transport Assessment and Travel Plan prepared by Civic Engineers which can be found in the ES Appendices.

Access and Connectivity

- 5.71 The site is accessible by a range of sustainable transport modes and is accessible from all directions by pedestrians. Rochdale Road has 3-3.5m footways along either side with controlled crossing points at various points along its length. The nearest controlled crossing to the site is approximately 40m south of Paget Street, there is another 50m to the south of Shellard Street and another at the junction of Rochdale Road and the A6010 about 130m to the north of the site. Rochdale Road has streetlighting along its length and informal crossings with dropped kerbs at junctions with side roads, some of which have tactile paving. To the east of the site there are a network of footpaths through the existing residential area. These provide access to Queens Road where there are controlled crossings for access to a convenience store and chemist as well as Monsall Street that leads to Monsall tram stop.
- 5.72 Rochdale Road has on-road cycle lanes travelling northbound past the site but intermittent facilities southbound. There are also on-road cycle lanes on Queens Road and Oldham Road. Most of Manchester City Centre can be accessed within a 15-minute cycle ride from the sites. The site is well located for access by bicycle.
- 5.73 Transport for Greater Manchester (TfGM) are working to develop the 'Bee Network', a 1,800-mile network of walking and cycling routes that will connect neighbourhoods and give people within the communities a genuine choice about the way they make short journeys. Proposed and confirmed infrastructure associated with the Bee Network near to the site include a 'busy beeway' on Rochdale Road, 'beeways' on Shellard Road, Thornton Street North, Carslake Road, and Monsall Street. There are also proposed improvements to crossing points at the junctions on Queens Road with Monsall Street, Carslake Road, and Sedgeford Road as well as crossings on Rochdale Road at Shellard Street and Scropton Street.
- 5.74 The site is well located to access bus services, with the nearest stops adjacent to the site on Rochdale Road. There are over 30 buses per hour running along Rochdale Road from early in the morning until after 2300. Destinations include Piccadilly Gardens, Shudehill Interchange, Manchester Royal Infirmary, Bury, Rochdale, Middleton and Higher Blackley. The site is very well connected by bus.

- 5.75 The closest Metrolink stop to the site is Monsall, which is a 10-minute walk or 3-minute cycle from Collyhurst Village and a 16-minute walk or 5-minute cycle from South Collyhurst. Monsall is on the Pink line, which runs between East Didsbury and Rochdale town centre. There are trams every 12 minutes in both directions.
- 5.76 The nearest train station to the development is Manchester Victoria Station located approximately 2km (as the crow flies) to the southwest of the site. The station can be reached on foot in about 30 minutes, by bike in around 10 minutes, or by bus in about 15 minutes. The site is approximately 2.5km (as the crow flies) from Manchester Piccadilly, 10 minutes by bike or about 25 minutes by public transport. The city's largest mainline station has regular services to national destinations such as London, Birmingham, Sheffield, Leeds and Glasgow, as well as frequent connections to Manchester Airport and many stations within the wider Manchester area.
- 5.77 The City Centre is also currently benefitting from the following major investment in public transport which will further enhance the accessibility of the site:
- i. A second Metrolink connection through the heart of the City Centre, which opened in 2017. The Second City Crossing ("2CC") increases the capacity, flexibility and reliability of all the Metrolink's network expansion. The 2CC provides an additional route across the City Centre that now utilises Victoria Station, increasing the connectivity of the north and west of the City. The 2CC is part of a wider transformation of the City's public transport infrastructure including further tram expansion, bus priority schemes and dedicated cycle lanes to accommodate growth in the City;
 - ii. An extension to the Metrolink network to Trafford Park and the Port of Salford, which opened in March 2020.
 - iii. The Northern Hub, which is a Network Rail project that is set to deliver £530 million of targeting investment to transform Northern England's rail network and improve connectivity. This includes the Ordsall Chord, a new viaduct to connect Manchester Victoria, Oxford Road and Piccadilly Stations, which opened in 2017;
 - iv. A Bus Priority Package, which will deliver more than 8 miles of bus lanes across the city.
- 5.78 The Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) also identifies more than 65 transport projects that will be delivered in the next five years in Greater Manchester, including purchase of 27 new trams; £160m of new walking and cycling infrastructure across all ten districts; and expanding the city-region's electric vehicle charging network.
- 5.79 In summary, the proposed development is positioned in a sustainable location as set out above and within the supporting Transport Assessment, with a significant range of facilities accessible by public transport, foot and cycle and therefore accords with Policies T1 and T2 of the Core Strategy.

Car and Cycle Parking

- 5.80 The MRQG adopts a 'comply or justify' approach and sets out the following standard for City Centre development:

“Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site specific circumstances and other requirements.”

- 5.81 The MRQC also sets out in terms of car parking, reduced on site provision may be justified on the basis of several factors, including providing secure cycle parking in excess of 50% provision relative to apartment numbers.
- 5.82 In addition, the Northern Gateway SRF¹⁶ considers the provision of appropriate levels of car parking in order to facilitate an efficient movement framework. It states that car provision in areas such as Eggington Street and Smedley Dip, Collyhurst Village and South Collyhurst, will be commensurate with the housing typologies, location and the anticipated levels of car ownership. It further states that the design of the public realm should also consider requirements for car parking and include appropriate provision for parking control measures. The strategy for car parking is said to also be closely linked to plans to connect electric vehicles to the grid to ensure opportunities for electric vehicles are maximised.
- 5.83 The proposed development will provide a total of 228 car parking spaces. 168 spaces are provided for the houses with 50% having EV charging in the base build. The remaining 50% of the houses will have infrastructure to enable EV charging should they chose to do so. The apartments have communal parking courts located in the centre of the blocks providing 24 spaces, 10% of the spaces in the communal parking will have EV charging. In addition, the proposed development includes 412 secure cycle spaces which is a 200% provision for the houses and 100% provision for the apartments.
- 5.84 In addition, cycle parking is provided for all of the houses totalling 336 spaces. 76 spaces are providing for the apartments and 8 scooter spaces.
- 5.85 The Transport Assessment prepared by Civic Engineers, which can be found in the ES Appendices, sets out that an analysis of the exiting car ownership levels by tenure was undertaken using census data for the Lower Super Output Area Manchester 009G in which the development sits. For this area, the census shows that 52% of households that are owned have one car and 20% have two or more cars. For socially rented properties in the area, 21% had one car and 2% had two or more cars.
- 5.86 Assuming that car ownership levels in this area are representative of the households that will be in the area once the development is complete, these percentages have been applied to the number of units at the proposed development. The analysis shows that the number of parking spaces that are proposed at the development exceed the number of spaces that would currently be required based on existing car ownership data for the area. However, because many of these will be at the houses, the spaces that are not in use will be on residents driveways, useful for the residents should they have visitors who have driven to the site but will not benefit the parking demand across the development.
- 5.87 In summary, the proposed development is positioned in a sustainable location, provides enhanced pedestrian permeability and includes both 100% and 200% secure cycle parking provision. As such the proposals accord

¹⁶ Strategic Regeneration Framework – Manchester Northern Gateway (February 2019), page 49

with the Policies T1 and T2 of the Core Strategy as well as the objectives of the Northern Gateway SRF. Full details of car and cycle parking within the proposed development are contained within the Transport Statement and Travel Plan, which forms part of the ES submitted in support of this application

Summary

- 5.88 This section has assessed the proposed development against the relevant policy considerations. The principle of the proposed residential development accords with the relevant policies of the Development Plan, notably policies H2 and H3 and of the Core Strategy and the Northern Gateway SRF.
- 5.89 Local planning policy and guidance supports a high density, high-quality residential-led scheme in this location. It has been demonstrated that the scheme proposals are entirely acceptable in planning terms having regard to affordable housing, residential typologies and mix; design; secure by design and active frontages; scale and density; park and public realm; trees; sustainability; access, connectivity, car and cycle parking; and heritage. The proposed development therefore accords with Policies H1, H2, H3, H8, SP1, EN1, EN3, EN4, EN5, EN6, EN8, DM1, T1 and T2 of the Core Strategy, the NPPF and the Northern Gateway SRF
- 5.90 A full assessment of the proposed development against the relevant Development Plan policies is contained within the Policy Assessment Schedule enclosed at **Appendix X**.
- 5.91 The following section of this statement assess the proposals against other technical considerations.

6. Technical Considerations

- 6.1 This section of the SPS summarises the findings of the individual technical assessments which accompany the detailed planning application and should be read in conjunction with the ES which has also been submitted following a comprehensive scoping exercise with MCC.
- 6.2 Some technical disciplines were scoped out of the ES and form standalone technical assessments (Ecology surveys, Phase II Ground Investigations, TV Reception Survey, Crime Impact Assessment, Archaeology Assessment, Heritage Assessment, Tree Survey and Arboricultural Impact Assessment and Lighting Assessment).
- 6.3 The following technical disciplines are considered in this section of the SPS:
- Flood Risk and Drainage;
 - Transport and highways;
 - Noise and Vibration;
 - Air Quality and Dust (including fumes);
 - Heritage;
 - Socioeconomics;
 - Ground Conditions;
 - Ecology;
 - Crime and Security;
 - TV Reception; and,
 - Archaeology.

Flood Risk and Drainage

- 6.4 A Flood Risk and Drainage Assessment has been prepared by Civic Engineers in line with national requirements and in accordance with Policy EN14 of the Core Strategy. The entirety of the site is located within Flood Zone 1 which means the site is considered to be at less than 0.1% chance of flooding in any year and so is not at risk of fluvial flooding. As the proposed site is approximately 45km from the nearest coastal body of water, the risk from tidal flooding is considered to be Low.
- 6.5 The Manchester City Council Local Flood Risk Management Strategy document notes that flood risk from groundwater has not been historically significant.
- 6.6 The Flood Risk for Planning maps shows the majority of the site is at Very Low risk of surface water flooding with some areas indicated as being within a Low to High risk.

6.7 During the construction phase of the development, mitigation measures will be implemented through a CEMP to reduce the potential impacts of the proposed development. Measures will include:

- Site-specific construction techniques will be adopted to ensure that no migration pathways are created to jeopardise groundwater quality;
- The use of appropriate measures as outlined in Environment Agency Pollution Prevention Guidance to prevent spillage of potentially polluting substances, such as:
- Appropriate storage and handling measures for all hydrocarbon fuels and lubricating oils, including the use of bunded storage areas or the use of double-skinned storage tanks;
 - Appropriate storage and handling measures for all hydrocarbon fuels and lubricating oils, including the use of bunded storage areas or the use of double-skinned storage tanks;
 - The use of drip trays for static plant and designated refuelling areas for mobile plant;
 - The implementation of appropriate spillage contingency measures to mitigate the impact of such spillages on the surface water; and
 - Appropriate personnel awareness training of the potential environmental implications of all construction work on Site.
- Timely site phasing and engineering, thus minimising un-surfaced and un-vegetated areas of the Site to as small as practicably possible;
- The provision of measures to intercept and treat such run-off prior to it leaving the Site, including the use of peripheral cut-off ditches, settlement facilities, filtration and/or use of flocculants to effect the removal of water borne particulates;
- The provision of wheel-cleaning equipment for site plant to prevent the tracking of mud onto the public highway and therefore into the off-site surface water drainage systems;
- Site access points will be regularly cleaned to prevent build-up of dust and mud;
- Earth movement will be controlled to reduce the risk of silt combining with the site runoff;
- Properly contained wheel wash facilities will be used (where required) to isolate sediment rich runoff;
- Cut-off ditches and/or geotextile silt-fences will be installed around excavations, exposed ground, stockpiles to prevent the uncontrolled release of sediments from the site;
- Sediment traps will be required on all surface water drains in the surrounding region; and
- Silty water abstracted during excavations will be discharged to settlement tanks. Cleaned runoff will be discharged through the existing foul sewer drains. If sewer capacity is limited, then silty water will need to be stored and removed from the Site by tanker and disposed of at a suitably licensed location. A discharge consent detailing volumes and rates of discharge will be agreed with UU prior to the commencement of works, if necessary.

- 6.8 The potential effects during the construction stage following the implementation of the mitigation methods outlined above are anticipated to be negligible which is not significant.
- 6.9 The residual effects at the completed development phase are anticipated to be primarily negligible with the exception of the additional demand on the sewerage network in the area due to the introduction of new foul flows which will result in minor adverse effects. These effects are not significant.
- 6.10 With regards to surface water discharge, the Flood Risk Assessment provides a summary of the surface water disposal options in Table 2 of their report which is provided below:

Surface Water Disposal Method	Potential	Description
Infiltration	X	Unfeasible due to made ground contamination risk.
Water Body	✓	There are culverts within the immediate vicinity of the site, however these are too deep, and it is not feasible to discharge surface water here. It is proposed to discharge to the existing UU network which ultimately discharges to the culvert beneath Thornton Road.
Surface Water Sewer	✓	It appears that the existing UU network discharges into the culvert beneath Thornton Rd. It is therefore proposed to discharge to the surface water sewer network which then in turn discharges to the watercourse beneath the site.
Combined Water Sewer	X	There is no combined network within vicinity of the site.

- 6.11 The site is defined as brownfield land as it has previously been developed, therefore, it is proposed to restrict run off to brownfield discharge rates including a 50% betterment in line with the requirements of the Strategic Flood Risk Assessment.
- 6.12 The drainage strategy is proposed to include source control measures including nature based solutions such as raingardens and tree pits. Source control measures will discharge to a below ground piped network which will then discharge to a retention basin within the proposed Park or other site level SuDS features. Ultimately it is proposed that the surface water will discharge to the culverted watercourse via the UU network beneath Thornton Street North.

- 6.13 Overall, the proposals comply with Policies EN14 and EN17 of the Core Strategy and there are no flooding or drainage matters which would prevent the granting of planning permission for the proposed development.

Transport and Highways

- 6.14 A Transport Assessment and Travel Plan have been prepared by Civic Engineers to support the planning application, both of which can be found in the ES Appendices. A detailed assessment of the site's accessibility and sustainability is contained at Section 5 of this SPS and is therefore not repeated again here.
- 6.15 The Transport Assessment establishes that the additional public transport trips generated by the proposed development equate to an average of less than 2 extra passengers per bus or tram in the peak AM and PM periods. Considering the number and frequency of buses operating along Rochdale Road, in addition to the tram services within a short distance from the site, it is assumed that there is capacity on the existing public transport network to accommodate this relatively low number of additional passengers.
- 6.16 Vehicle trips are expected to be well distributed across the road network surrounding the site, as there are multiple directions from which to access and exit the site, rather than all arriving and departing from the same direction.
- 6.17 Chapter 9 of the ES sets out that during the enabling works phase there will be an increase in HGV movements at the site. This has been estimated at 2,000 two-way vehicle movements (1,000 vehicles arriving and then departing) over a period of about 6 months which equates to approximately 6 vehicles per day, the impact of this is likely to be negligible which is not significant.
- 6.18 It is likely that there will be an increase in traffic on the local highway network from construction workers, this might be car or cycle traffic and will include additional pedestrians. It is likely there will be an increase in HGVs on the local highway network associated with the construction and delivery of materials to site. The impact of this temporary additional traffic on severance, driver delay and pedestrian delay is expected to be negligible which is not significant.
- 6.19 In order to reduce the potential impacts during the construction phase measures will be implemented through the CEMP which will include:
- Preferred routes for heavy good vehicles (HGVs) to and from the site to be identified and agreed with the local highway authority;
 - Tracking of mud from site entrances to be addressed by on-site wheel cleaning;
 - Efforts to be made to minimise dust and mud emissions generated from HGV movements (HGVs to be sheeted);
 - The highway in the vicinity of all site access to be kept free from dirt generated by the site clearance activities;

- Any abnormal loads to be scheduled in consultation with both the local highway authorities and the local Constabulary and to be advertised well in advance in order to minimise possible disruption;
- HGV movements to be confined to a designated operational period, the precise hours to be agreed with the highway authority;
- The operator should ensure that all drivers are informed of the requirement to drive slowly and safely on approaches to the site. Supplementary road signs enforcing such instructions could also be erected, if this is felt necessary;
- Warning signs indicating the presence of the site entrances and directing HGV traffic to be erected;
- Car parking to be provided on-site for contractor vehicles; and
- Instructing HGV drivers that they are not to arrive at the site outside of the site's permitted period of operation and that they should not park/lay-over on the adjacent highway network.

6.20 With regards to the completed development, no single link or junction will experience an increase of more than 30 two-way traffic movements in the AM or PM peak. As such, these increases in traffic are likely to be indiscernible when compared with day-to-day fluctuations in traffic and therefore the development is considered to have a negligible impact on severance which is not significant.

6.21 Increased numbers of pedestrian and cyclists on the local highway network are to be expected. This has the potential to create a permanent long-term moderate beneficial impact on pedestrian delay and pedestrian amenity. Increased active travel will reduce the number of private vehicles generated by the development and therefore reduce the impact of the development on air pollution and traffic noise. The additional benefit will come from improved perception of safety due to more people using the streets surrounding the site, resulting in a positive impact on pedestrian amenity. There is expected to be a negligible impact, which is not significant, on public transport.

6.22 A Travel Plan has been developed which identifies potential measures to promote the available sustainable transport options to users of the site and minimise single occupancy car trips associated with the development. The subsequent reduction in traffic will mitigate the impacts of the development in terms of severance, driver delay, pedestrian delay, pedestrian amenity and road safety.

6.23 The residual effects from both the construction phases and operational phase are anticipated to be negligible which is not significant. No off-site highway improvement schemes are required as the proposed development will not result in a severe impact on the surrounding highway network.

6.24 Overall, the proposals comply with Policies T1 and T2 of the Core Strategy and there are no transport or access matters which would prevent the granting of planning permission for the proposed development.

Noise

- 6.25 Chapter 11 of the ES has been prepared by Sandy Brown and assesses the impact of the proposed development on noise and vibration. It considers the potential effects of noise and vibration impacts associated with the construction and operation of the proposed development as well as assessing the suitability of the site for residential development.
- 6.26 The surrounding area of the site is predominantly a residential area. Other noise sensitive receptors include the Church of the Saviour church and school approximately 150m west of the site boundary.
- 6.27 Best Practice Measures will be applied during the construction phase of the development to minimise construction noise and vibration on neighbouring sensitive receptors. Additional mitigation options available to the contractor to reduce noise associated with demolition and construction activities. Additional mitigation measures that the contractor/s shall be required to explore and implement include:
- The production of a construction noise and vibration report that evaluates the construction activities and provides specific BPM to reduce noise and vibration;
 - Limiting high impact activities (e.g. demolition) to specific times during the day, e.g. 1 hour on – 1 hour off, or 09:00-12:00 and 14:00-17:00;
 - Plant is to be properly maintained and operated in accordance with the manufacturer's recommendations. Electrically powered plant is preferred, where practicable, to mechanically powered alternatives;
 - Where feasible, all stationary plant would be located so that the noise effect at all occupied residential and commercial premises is minimised and, if practicable, every item of static plant when in operation is to be sound attenuated using methods based on the guidance and advice given in BS 5228;
 - Trade contractors would at all times apply the principle of Best Practicable Means as defined in Section 72 of the COPA and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum; and
 - The timing of building operations will be critical in avoiding noise and vibration nuisance to surrounding areas and premises. The contractor would identify particularly sensitive periods in the works so that the potential problems can be minimised and that early and good public relations with the adjacent occupants of buildings are maintained.
- 6.28 Based on the guidance provided in BS 5228, the following measures will be used where appropriate to control noise associated with construction activities:
- Unnecessary revving of engines will be avoided and equipment switched off when not required;
 - Internal haul routes will be well maintained with steep gradients avoided;
 - Rubber linings will be used in chutes, dumpers etc. as required reducing impact noise;

- Drop heights of materials will be minimised;
- Plant and vehicles will be started up sequentially rather than all together;
- The movement of plant onto and around the site shall have regard for the normal operating hours of the Site and the location of noise sensitive receptors as is reasonably practicable; and
- Audible reversing warning systems on mobile plant and vehicles will be of the type which, whilst ensuring that they give proper warning, has a minimum noise impact on persons outside open sites. When reversing, mobile plant and vehicles will travel in a direction away from noise sensitive receptors wherever possible.

6.29 The residual impact during the construction phase is anticipated to be negligible which is not significant.

6.30 At the completed development stage, in order to mitigate potential impacts from fixed plant equipment noise, plant noise limits will be set to ensure that no significant adverse impacts on existing or proposed receptors are experienced. Residual impacts with regards to fixed plant noise is negligible which is not significant.

6.31 The potential impacts with relation to traffic noise are anticipated to be negligible which is not significant.

6.32 There is a potential for entertainment noise from commercial unit, however, these impacts are anticipated to be negligible at all receptors which is not significant.

6.33 Overall, there are no issues relating to noise and vibration which would prevent the granting of planning permission for the proposed development and it is considered that the proposals accord with the provisions of the Core Strategy including Policy DM1.

Air Quality

6.34 Chapter 10 of the ES has been prepared by Redmore Environmental and assesses the impact of the proposed development on local air quality. In particular it considers the potential effects of construction phase dust and operational phase road traffic emissions on air quality at identified existing receptor locations.

6.35 The Air Quality Assessment considered the potential for the proposed development to impact on local air quality at identified existing receptor locations, during its construction and operation, and the exposure of future occupants of the development to pollutant concentrations.

6.36 The proposed development is partially located within a designated AQMA. This has been declared by MCC due to exceedances of the annual mean Air Quality Objective (AQO) for nitrogen dioxide (NO²).

6.37 There are a number of residential properties within the vicinity of the site which may be affected by any fugitive dust emissions during construction of the development. Additionally, there are a number of residential properties within the vicinity of roads which may be affected by changes in traffic flow and associated increases in vehicle exhaust emissions as a result of the operation of the development.

- 6.38 The undertaking of activities such as demolition, earthworks, construction and trackout has the potential to result in fugitive dust emissions throughout the construction phase. Vehicle movements both on-site and on the local road network also have the potential to result in the re-suspension of dust from haul road and highway surfaces.
- 6.39 The impact of the construction of the proposed development was considered in accordance with the latest Defra guidance. The assessment defined the sensitivity of the area and the risk of the construction of the development to cause dust impacts. Site specific dust mitigation measures have been recommended which will be incorporated into the CEMP. With the implementation of these measures the residual impacts from construction activities were considered to be not significant in accordance with IAQM guidance (IAQM, 2014).
- 6.40 The Travel Plan will promote sustainable means of travel and reduce the number of single occupancy car journeys.
- 6.41 The residual impact of the proposed development at the completed development stage is considered to be negligible which is not significant.
- 6.42 Overall, the proposed development accords with the provisions of Policy EN16 of the Core Strategy in relation to air quality.

Heritage

- 6.43 Policy EN3 (Heritage) states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 6.44 The planning application is supported by a Heritage Statement, prepared by Salford Archaeology, which establishes the character of the historic built environment within the context of the proposed development site and to provide a description of significance in order to understand the potential impact of the proposals, including the potential impact on the setting on any nearby designated heritage assets.
- 6.45 Within the boundary of the proposed development site there are no upstanding buildings of historic interest and the site contains no discernible historic character. Within a 750m study area radius of the site, five designated built heritage assets and one non-designated built heritage asset have been assessed in the Heritage Statement in order to consider the potential for the proposed development to affect the settings of these heritage assets. The assessment demonstrated that the settings of the identified built heritage assets will not be affected by the proposed development. The proposed development will result in five instances of 'no adverse effect', on the key viewpoints and settings of the designated heritage assets identified within this assessment.

- 6.46 One non-designated heritage asset, the war memorial on Rochdale Road, has been identified within close proximity to the proposed development, approximately 25m to the south of the site. The war memorial has heritage value as a non-designated heritage asset and also holds communal value as a commemorative monument to those who lost their lives during World War I. The monument is surrounded by a fenced yard, beyond which is a landscaped area of open land. However, the proposed development will not physically affect this heritage asset.
- 6.47 The Heritage Statement concludes that there is little opportunity to enhance the historic environment, as little of the historic character of the site survives. The proposed development includes residential dwellings, which re-establishes the late-nineteenth and twentieth century uses of the site as a residential area. There is therefore an opportunity to pick up the historical threads of the site and emphasise the time-depth of the site by incorporating some of the historic street names and the historic street pattern (e.g. Paget Street, Churnet Street) within the new development, if appropriate.
- 6.48 Overall, the proposed development accords with Policy EN3 of the Core Strategy.

Socio-Economics

- 6.49 A Socioeconomic Assessment has been undertaken by Avison Young to establish the baseline socio-economic conditions on site and in the surrounding areas and to assess the potential impact the proposed development may have on the existing socio-economic conditions. This is provided at Chapter 12 of the ES.
- 6.50 The resident population of MCC was estimated to be 547,600 in 2018, of which 70.4% were aged 16-64.
- 6.51 The Indices of Multiple Deprivation use a combination of information relating to income, employment, education, health, skills and training, barriers to housing and services and crime to create an overall score of deprivation for local authorities, with 1 being the lowest rank and 319 being the highest rank. Manchester was ranked 2 out of 319 district local authorities in the Indices of Multiple Deprivation 2019.
- 6.52 The proportion of individuals classified as 'economically active' in Manchester between October 2018 and September 2019 was 71.7%, which was lower than the average across the North West (77.4%) and Great Britain (78.9%). The jobs density (i.e. the number of jobs divided by the individuals aged 16-64) within Manchester was 1.17 in 2018, which indicates a greater availability of employment opportunities compared with the regional (0.84) and national (0.86) averages. However, this is likely to mask disparities in employment opportunities across the administrative area of MCC, with the majority of jobs focussed in the City Centre. In Manchester, Services is the largest employment sector, with Wholesale and Retail Trade, Repair and Vehicles and Motorcycle the largest sub-sector of employment.
- 6.53 The site includes 29 residential units and a shop (the Collyhurst Village Store). There are currently no social infrastructure or community facilities within the site. However, within 1 mile of the site there are 10 General Practitioner (GP) surgeries, 12 primary schools and three secondary schools.

- 6.54 There are no formal amenity / open spaces within the site. In the vicinity of the site, there are open green spaces including Queen's Park to the north, Collyhurst Village Park and Rochdale Canal to the east and the River Irk valley to the west. The MCC's 'City Wide Open Spaces, Sport & Recreation Study' (2009) identifies that the facilities in the areas of the sites are of poorer quality than in other areas of Manchester and accessibility to these green spaces is an issue for local communities.
- 6.55 A Local Employment Scheme would be implemented in conjunction with MCC to retain some of the employment benefits in the local area.
- 6.56 Construction of the proposed development will support 135 direct and indirect jobs during construction period. This is assessed as a moderate beneficial short-term impact at the district level (Manchester), which is significant. This is a negligible impact at the sub-regional level (Greater Manchester) which is not significant.
- 6.57 Due to the commercial floorspace proposed, it is anticipated that employment opportunities will be created by the completed development. The 183sqm is estimated to generate a direct, net 5 - 11 full time equivalent (FTE) jobs and create 1 indirect and induced FTE job. This is negligible at the district and sub-regional levels which is not significant.
- 6.58 The net additional household expenditure generated by the new residential population at the proposed development was estimated to be £3,050,127.6 per annum. This is a moderate beneficial impact at the district level which is significant and a negligible impact at the sub-regional level which is not significant.
- 6.59 The increase in housing stock as a result of the proposed development will include 144 private dwellings and 100 dwellings for social renting. This is anticipated to result in moderate beneficial impacts at the district level which is significant and minor beneficial at the sub-regional level which is not significant.
- 6.60 The proposed development will result in a negligible impact on demand on social and community infrastructure including education, healthcare and community facilities which is not significant.
- 6.61 Minor beneficial impacts are anticipated as a result of the increase in open space due to the creation of a new Collyhurst Park which is not significant.
- 6.62 Overall, the proposed development will provide significant socio-economic benefits as set out above.

Ground Conditions

- 6.63 Civic Engineers have prepared a Preliminary Risk Assessment ('PRA') (dated August 2020), Phase II Investigation, Risk Assessment (dated October 2020) and a Remediation Strategy (dated October 2020) which are submitted and supports the planning application for residential development.

- 6.64 A site reconnaissance was carried out and hand dug trial holes were undertaken in accessible areas to confirm the shallow ground conditions. A preliminary contamination conceptual mode was then prepared which recommended a site investigation be undertaken to assess the potential linkages further.
- 6.65 A site investigation was carried out in July 2020 comprising intrusive investigations, monitoring wells, soil sampling, groundwater sampling gas monitoring and laboratory and geotechnical testing. Table 8.1 of LK's Report sets out the remediation recommendations and requirements for post-demolition of buildings, pre-construction and during / post construction including asbestos testing, earthworks inspections, gas protection measures, environmental cover systems, sulphate resistance concrete and portable water pipes. Table 8.2 of the report also sets out other considerations and recommends further work to undertake including an Asbestos Management Plan, health and safety considerations, pilling in contaminated land and Asbestos survey.
- 6.66 The key findings of the Phase II site investigation and PRA are:
- Part of a watercourse and reservoir were historically located on site. The site has since undergone several phases of development including residential properties with associated streets, nursery, cinema, care home and welfare centre. An orchard and electricity sub-station have also been present on the site. A mound and cutting were also historically present.
 - The site currently comprises rough open ground (no buildings) roadways and remnant foundations remain on site.
 - The investigation was carried out on 13th to 23rd July 2020 and included 10no. window sample boreholes, 4no. cable percussive boreholes, 33no. trial pits, 10no. trial trenches and 4no. rotary boreholes.
 - Made ground varied significantly across the site and was recorded between depths of 0.40-13.50mbgl. In Plot A and in Plot D, outside of tarmacked areas, the made ground was predominantly gravelly sand comprising demolition rubble. Beneath the tarmac in Plot D cobbly sands and gravel of a MOT type material are present to between 0.65mbgl and 0.85mbgl.
 - A significant thickness of ashy made ground was encountered across the site, predominantly in the east and with increasing thickness further to the east. It is likely that a large area of this site has been infilled prior to the 1890 mapping.
 - With regards to visual or olfactory evidence of hydrocarbon or volatile contamination, slight hydrocarbon odour relating to large pieces of tarmacadam was identified in WS14B between 1.60-2.00mbgl. Sandstone cobbled setts (with bitumen coating) was noted in TP119 at 0.40-0.50mbgl.
 - Elevated concentrations of metals (arsenic and lead) and PAHs were recorded in made ground across the site when compared to residential with plant uptake generic assessment criteria. Some exceedances were noted in the Public Open Space (POS) area, but these were not considered representative of the soil matrix but rather related to discrete pieces of tarmacadam.
 - Asbestos was identified in a small number of locations and was recorded as either chrysotile cement fragments or fibres/clumps (quantification of <0.001%).

- Gas monitoring was undertaken on six occasions over a three-month period and maximum CO₂ concentrations of 13%v/v were recorded. Negligible concentrations of methane (maximum of 0.1%v/v) and flow rates (maximum of 0.2%v/v) were also recorded. The highest CO₂ concentrations were generally recorded in the area of the former infilled reservoir.
- A CS1 scenario was given for the site based on the worst-case gas screening values from each location, but due to consistent elevated CO₂ concentrations (>5%v/v) around WS16, this area was uprated to CS2 and precautionary gas protection measures were recommended.
- Based on the relatively low controlled water sensitivity (Secondary A Aquifer, no groundwater abstractions within 250m), the risk to controlled waters was deemed to be low and no specific remediation for groundwater was recommended.
- Elevated concentrations of naphthalene and TPH fractions above very stringent UKWIR criteria were recorded in several locations on site and it was considered likely that barrier pipe would be required for the site subject to completion of a United Utilities Risk Assessment.

6.67 Based on the above findings a number of pollutant linkages remain for the proposed development and therefore remediation works are necessary.

Ecology

6.68 TEP have prepared an Ecological Assessment which confirms that the site comprises a mix of modified neutral grassland, hardstanding, semi-natural broad-leaved woodland, dense and scattered scrub, amenity grassland, scattered trees, introduced shrub, bare ground, ephemeral vegetation and fences.

6.69 Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) lie over 3km and Rochdale Canal Stott's Lane – Ducie Street Basin Site of Biological Importance (SBI) is over 600m from the site, all located beyond intervening urban development. The site lies within the impact risk zone for Rochdale Canal SSSI. However, given the nature of the proposals and the distance of these designations from the site it is not anticipated that any impacts on these designated sites would occur as a result of the residential development.

6.70 The modified neutral grassland on the site is of low quality and species diversity. The grassland does have limited value for foraging birds and hedgehogs. 0.85ha of grassland will be lost under the proposals. This will be compensated through the provision of a variety of habitats of greater biodiversity value, including wetland areas (planted swales and Sustainable Urban Drainage Systems (SUDS), public lawn and vegetated gardens which will provide foraging opportunities for birds and hedgehogs, as well as other wildlife.

6.71 Although not of great species diversity, scrub, both dense and scattered is valuable for a number of fauna species including foraging and commuting bats, breeding birds and hedgehog. The loss of scattered scrub is assessed as negligible, however 0.16ha of dense scrub will be lost to the proposed development. This will be compensated through 1.2ha of ornamental and native shrub planting and this is considered to be sufficient to

offset these losses and also to provide biodiversity enhancement. Any works within scrub habitat may need to consider protected and priority species prior to works.

- 6.72 No protected or invasive plant species were recorded on the site during the survey and given the nature of the habitats present it is not anticipated that such species could occur on the site. Therefore, there are no implications with regard to protected/invasive plants.
- 6.73 A ground level Preliminary Roost Assessment (PRA) of the trees on the site was undertaken on 9th January 2020. One building and seven trees with Low roost suitability will be lost as a result of the proposals. This will not significantly impact local bat populations but does have implications for roosting bats, if present. Foraging habitats on the site include the areas of woodland, scrub and scattered trees. However, these areas are subject to light spill from nearby roads and buildings and therefore their suitability is reduced. The loss of these habitats will be compensated through new woodland, shrub, hedgerow and tree planting. There are no commuting corridors on the site. The proposals include planting of 464 trees as well as new street trees, areas of woodland, an orchard and parkland trees, the majority of which will be semi-mature when planted. It is anticipated that this will provide sufficient compensation for the overall tree losses.
- 6.74 The site is unsuitable for wintering wildfowl and significant breeding bird populations. Vegetation clearance could result in the disturbance or destruction of active bird nests, if undertaken during the core nesting season (March to August). The Applicant has submitted a separate site enabling works planning application which includes the removal of trees and vegetation so that the works can be undertaken before the core nesting bird season.
- 6.75 Vegetation clearance could result in the disturbance or killing of hedgehogs, if present on the site. Therefore, there are implications for hedgehogs.
- 6.76 To address the above, the report recommends the following:
- An inspection of the potential roost features on the buildings with Low bat roost suitability should be undertaken by a licensed bat consultant immediately prior to demolition. The licensed bat consultant may also recommend the implementation of Reasonable Avoidance Measures (RAMs) if the need arises. If a bat roost is identified in the buildings, then demolition cannot be undertaken until further bat surveys have been completed to inform a Natural England bat mitigation licence.
 - An inspection of the affected trees with Low bat roost suitability should be undertaken by a licensed bat consultant immediately prior to felling. The licensed bat consultant may also recommend the implementation of soft felling techniques if the need arises. If a bat roost is identified in the trees then tree felling cannot be undertaken until further bat surveys have been completed to inform a Natural England bat mitigation licence.
 - Clearance of the scrub and trees should be carried out outside of the nesting bird season (March - August inclusive). The Applicant has submitted a separate site enabling works planning application which includes the removal of trees and vegetation so that the works can be undertaken before the core nesting bird season.

- A check of the scrub should be undertaken prior to site clearance to ensure no hedgehogs are present. This should be undertaken by a qualified ecologist no more than 24 hours prior to works commencing.

- 6.77 With the forthcoming Environment Bill, a minimum of 10% net gain will be required for most development sites, although this is not yet mandatory. Local planning policies dictate that sites must deliver biodiversity enhancements but do not assign a numerical value. This assessment is therefore based on a 10% biodiversity net gain target. Post development proposals will result in a 38.72% biodiversity net gain (an increase of 3.99 biodiversity units) as well as 100% net gain in hedgerows (0.31 units).
- 6.78 A separate planning application will be submitted in 2021 for the redevelopment of South Collyhurst. The baseline biodiversity value for this site is 1.22 habitat units. To meet the 10% biodiversity net gain target set out in the draft Environment Bill the South Collyhurst proposals would need to deliver 1.32 habitat units. Given the constraints associated with the small size of this site it is unlikely that any losses can be fully offset within the South Collyhurst scheme. Given that the Collyhurst Village scheme is achieving an increase of 3.99 units (38.72%) it is anticipated that the losses incurred in South Collyhurst will be offset through the Collyhurst Village proposals.
- 6.79 Subject to adhering to the above recommendations there are no ecological matters which would prevent the granting of planning permission for the scheme proposals, and overall, the proposed development complies with Policy EN9 and EN15 of the Core Strategy.

TV Reception

- 6.80 A Television and Radio Reception Impact Assessment has been prepared by GTech Surveys Limited. It assesses the possible effects on the local reception of television and radio broadcast services from the proposed development.
- 6.81 Accordingly, impacts to the reception of VHF (FM) radio, digital terrestrial television (also known as Freeview) and digital satellite television services (such as Freesat and Sky), have been assessed. Impacts to the reception of analogue television services have not been assessed in the study because analogue terrestrial television services were switched off in Manchester (Granada TV region) during 2009 and the rest of the UK by 2012.
- 6.82 Due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the proposed development is not expected to impact the reception of digital terrestrial television (also known as 'Freeview') services.
- 6.83 Due to lack of viewers and satellite dishes in any theoretical signal shadow zone, the proposed development will not cause any interference to local digital satellite television reception, such as Freesat and Sky services.
- 6.84 The proposed development will not adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.

- 6.85 Overall, the proposed development will not adversely impact the reception of any television or radio broadcast platform. No mitigation measures are required to restore the reception of any broadcast service as no interference is expected.

Archaeology

- 6.86 A desk-based Archaeological Assessment has been prepared by Salford Archaeology in support of the planning application and to establish the nature and significance of the archaeological resource within the area in order to enable inform recommendations to be made for the future treatment of any surviving remains.
- 6.87 The report sets out that the site was open land throughout the eighteenth century and fell within the Mosley Estate during the early nineteenth century. During the late nineteenth and twentieth centuries, the majority of the proposed development site was occupied by a dense network of terraced workers housing, the smallest of these houses was a row located on the south side of Churnet Street, which had cellars and a footprint of approximately 20 sqm.
- 6.88 The Archaeological Assessment demonstrated that there is potential for the remains of the nineteenth century workers' housing, and the remains of a reservoir sluice gate to survive as insitu buried remains. Cartographic evidence suggests that two groups of houses were of a particularly small size and were built on an unusual plan form, some with cellars, and, as such, any buried remains of these houses that do survive are likely to be of local archaeological significance, along with any remains of the sluice gate, which would merit their preservation 'by record' in advance of the development works.
- 6.89 The scope of the further archaeological investigation required to mitigate the impact of the development works on the archaeological resource has been agreed with the Greater Manchester Archaeological Advisory Service (GMAAS). The full scope of the further investigation for mitigation purposes, which entails archaeological excavation and recording of the areas of archaeological potential identified by this assessment, has been set out in a Written Scheme of Investigation (WSI), which has been approved by GMAAS.
- 6.90 Should significant archaeological remains be encountered during the archaeological investigation, further excavation may be required to offset the harm of the development to the buried archaeological remains by their ultimate loss, in line with the guidance provided by the National Planning Policy Framework.
- 6.91 Overall, the proposals comply with Policy EN3 of the Core Strategy and there are no archaeology matters which would prevent the granting of planning permission for the proposed development.

Lighting

- 6.92 Watt Energy and Consulting Engineers have produced an External Lighting Assessment for the road and car parks.

- 6.93 The assessment sets out that the external lighting design to site has been carried out in accordance with the latest design standards and with BS EN 13201:2015 considered. Lux levels across the site meet the requirements set out for standard roadways in typical residential areas.
- 6.94 The illuminance levels will provide users with sufficient lighting to perform outdoor visual tasks efficiently and accurately. This area is a residential area therefore the luminaires selected in the design have dedicated streetlighting optics to reduce the spill lighting and glare to the surrounding environment and properties.
- 6.95 The Luminaires proposed for the site have a proven track record when used in similar projects. and limit upward light with specific optics to direct the light in the chosen direction.
- 6.96 The design follows the principles outlined in the Institution of Lighting Professionals: Guidance Notes for the Reduction of Obtrusive Light, 2011. Any light that does not meet the required levels of spill light can be mitigated through the use of backlight shields if necessary. The external lighting shall be controlled via photocell and timeclock application.
- 6.97 The proposed Luminaires and lux levels are shown on the External Lighting Layout Plan provided at **Appendix XII**.

Summary

- 6.98 In summary, the ES submitted alongside the planning application has undertaken a thorough assessment of the environmental impacts of the proposed scheme in accordance with the relevant EIA regulations. In addition, individual technical assessments have also been undertaken in relation to Ecology surveys, Phase II Ground Investigations, TV Reception Survey, Crime Impact Assessment, Archaeology Assessment, Heritage Assessment, Tree Survey and Arboricultural Impact Assessment and Lighting Assessment. As such, the proposed development is in accordance with the relevant adopted Development Plan policies including Core Strategy Policies EN3, EN9, EN14, EN15, EN16, EN17, EN18, T1, T2 and DM1 and the NPPF.
- 6.99 This section of the SPS has summarised the key findings of the relevant technical assessments and overall, the application proposals fully accord with the Development Plan when read as a whole.

7. Construction Environmental Management Plan (CEMP) Framework

- 7.1 The purpose of this section is to provide a framework for the preparation of the CEMP which will be prepared prior to construction and secured via a planning condition. The CEMP will provide details of how the proposed scheme will be managed during the construction. A separate CEMP was submitted as part of the site enabling works planning application.
- 7.2 A Construction Phase Plan is required by The CDM 2015 Regulations for any construction work carried out by contractors. This CEMP will be prepared to satisfy these regulations.
- 7.3 The CEMP will be enforced by the Contracts/Project Manager on receipt of client pre-construction information. The CEMP will be checked by the client or its appointed Principal Designer for accuracy and robustness before commencement of site works. Following agreement of the Plan, this will be issued to the construction team and be updated/maintained on site by the site manager.

Objectives of the CEMP

- 7.4 The objectives of the CEMP are to:
- Define the existing and proposed ground levels specific to the proposed development.
 - Provide information on any environmental and sensitive local receptors relating to the construction of the development and associated infrastructure;
 - Set out actions required to manage the specified environmental risks, through consideration of design requirements, monitoring schemes and appropriate method statements;
 - Define the requirements for communication of the CEMP to the project team, environmental training and awareness, stakeholder liaison;
 - Define the processes for updating the CEMP - management reviews, incident reporting and investigation, etc.
- 7.5 The key function of the CEMP is to highlight and manage the specific environmental effects of the construction phase and to ensure that the significant negative effects are mitigated, and where practicable that additional environmental enhancements are delivered through completion of the proposed works.

Perceived Environmental Risk from Construction Activities

- 7.6 The perceived and potential risks which the CEMP will set out to address are:

- Contamination of soils, surface waters and groundwater through spills, run-off etc;
- Production of dust from construction activities;
- Management of construction traffic;
- Production of noise and vibration from construction activities;
- Production of construction waste from construction activities; and,
- Damage to habitats (including flora and fauna and watercourses) from construction activities.

7.7 The following sets out the framework and structure of the CEMP:

Chapter 1: Project Method Statement

7.8 This section will provide a detailed description of the proposed approach to the enabling and construction programme and set out the following:

- The construction process – sets out the programme and key construction operations such as setting up of compounds, access, any remediation required, changes in levels etc.; and,
- Hours of operation.

Chapter 2: General Site Management

7.9 The project delivery team structure, roles and responsibilities for the overall development of the site will be presented. Roles include:

- Environmental Manager;
- Principal Contractor;
- PCs Contract Manager;
- Design Manager; and,
- Sub-Contractors.

7.10 Site induction procedures will be set out which will include instruction on emergency procedures and any training required for site-based staff. The project goal is zero reportable or major accidents and dangerous occurrences during construction.

7.11 Other items covered under this section of the CEMP include:

- Selection criteria for sub – contractors;
- Security and fencing;

- Offices and cabins;
- Welfare facilities;
- Emergency incidents and management; and,
- Fire and emergency evacuation.

Chapter 3: Arrangement for Controlling Significant Site Risks

- 7.12 Material placement, delivery, removal and waste management will be set out and measures to ensure that site services are protect and maintained.
- 7.13 Consideration of adjacent land uses and protecting the public to ensure activities will not create unnecessary safety issues will be undertaken. All works will be planned to protect the public and adjacent site workers from the sites activities associated with construction site movement, deep excavations and movement of materials.
- 7.14 Preventing of falls is considered to be one of the highest control priorities and measures will be set out to control working at height. Fuelling and hazardous liquids has the most potential for environmental impact to surface and ground water and will be tightly controlled through measures set out in this chapter.
- 7.15 A subsection within this part of the CEMP will set out measures to control deliveries and vehicle movement:
- Parking;
 - Deliveries;
 - Site access and vehicle movement; and,
 - Road Cleanliness.

Chapter 4: Environmental Considerations and Management Measures

- 7.16 This section will set out the key environmental issues such as soil contamination and how any contaminated material will be handled, removal of any asbestos material, ground gas and set out techniques that will minimise noise and vibration. In addition to reduce the impact of dust and air emissions measures such as dust suppressants, stockpile management and speed limits on site will be considered.
- 7.17 The site management team will ensure that all site personnel are appropriately briefed on any ecological issues at the site. Specific site related issues will be set out here.

Chapter 5: Health and Safety

- 7.18 This chapter will set out the information that will be required, by the Principal Designer, for inclusion in the Health and Safety File.
- 7.19 The above sets out the framework for the CEMP. The applicant invites the requirement for a CEMP to be a condition to the planning consent.

Summary

- 7.20 In summary, a clear framework for the preparation of the CEMP which will be prepared prior to construction and delivered via a planning condition has been established. This will robustly address a number of considerations relating to construction management including perceived risk from construction activities, general site management, control of significant risks, environmental considerations and management measures and health and safety.

8. Summary and Conclusion

- 8.1 This Supporting Planning Statement has been prepared by Avison Young in support of an application made by MCC and FEC. It supports a full planning application proposing a residential development on land in Collyhurst Village ('the site').
- 8.2 The development forms part of the first phase of the Northern Gateway and is located within the Collyhurst Village neighbourhood. The regeneration of the Northern Gateway offers an opportunity to deliver approximately 15,000 new homes over the next 15-20 years and make a significant contribution to Manchester's Residential Growth Strategy, along with city-regional and national growth agendas.
- 8.3 This Statement is intended to address the relevant planning considerations including the case for residential development at the site. It considers the proposals in light of the national and local planning policy and assesses the scheme in the context of planning policy and strategic regeneration guidance.

The Site and its Surroundings

- 8.4 The application site is located to the north of Manchester City Centre within the existing Collyhurst neighbourhood of the Northern Gateway. The site area comprises 4.7ha of land.
- 8.5 The entirety of the site is included within the Manchester Brownfield Land Register 2019 (wider site reference: Harp_Cap_502) and is therefore brownfield land which includes areas of hardstanding located in the southern and central parts of the site where homes were demolished as part of the PFI. There are 29 existing properties, the Collyhurst Store and a substation located in the south eastern corner of the site. The site also includes existing trees and grassed areas.
- 8.6 Significant change and regeneration is planned for Collyhurst Village as outlined in the SRF. Overall, the site is a suitable location for high-quality residential-led development and will play an important role in the successful regeneration of this area of Manchester.

The Proposed Development

- 8.7 This full planning application proposes the development of a residential-led scheme including 168 houses and 76 apartments (244 units in total), flexible commercial/community space and a new park (1.3ha). 100 of the units are social rent homes which are located across the site to create a 'tenure blind' development.
- 8.8 The proposals have been designed with due regard given to the technical assessments undertaken by the Applicant's project team and extensive consultation with MCC planning officers, key stakeholders and the Collyhurst community. The proposed development represents a comprehensive and high-quality scheme undertaken in line with best practice guidance.

Planning Policy Framework

- 8.9 As defined by the Local Development Framework Areas map the site is located within the Inner Areas, North Manchester and the extended Manchester City Boundary. The Manchester Core Strategy also divides the city into five regeneration areas in addition to the City Centre. The site is located within the North Manchester Regeneration Area. Collyhurst Village is also identified as 1 of the 7 interconnected neighbourhoods in the Northern Gateway SRF with a vision for a high-quality, family-orientated, residential-led neighbourhood, with a distinctive sense of place.

Planning Appraisal

- 8.10 The principle of the proposed residential development accords with the relevant policies of the Development Plan, notably policies H2 and H3 and of the Core Strategy and the Northern Gateway SRF.
- 8.11 Local planning policy and guidance supports a high density, high-quality residential-led scheme in this location. It has been demonstrated that the scheme proposals are entirely acceptable in planning terms having regard to affordable housing, residential typologies and mix; design; secure by design and active frontages; scale and density; park and public realm; trees; sustainability; access, connectivity, car and cycle parking; and heritage. The proposed development therefore accords with Policies H1, H2, H3, H8, SP1, EN1, EN3, EN4, EN5, EN6, EN8, DM1, T1 and T2 of the Core Strategy.
- 8.12 A full assessment of the proposed development against the relevant Development Plan policies is contained within the Policy Assessment Schedule enclosed at **Appendix X**.

Technical Considerations

- 8.13 The ES submitted alongside the planning application has undertaken a thorough assessment of the environmental impacts of the proposed scheme in accordance with the relevant EIA regulations. In addition, individual technical assessments have also been undertaken in relation to Ecology surveys, Phase II Ground Investigations, TV Reception Survey, Crime Impact Assessment, Archaeology Assessment, Heritage Assessment, Tree Survey and Arboricultural Impact Assessment and Lighting Assessment and there are no significant impacts which would prevent the proposals from being delivered. As such, the proposed development is in accordance with the relevant adopted Development Plan policies including Core Strategy Policies EN3, EN9, EN14, EN15, EN16, EN17, EN18, T1, T2 and DM1.

Construction Environmental Management Plan (CEMP) Framework

- 8.14 A clear framework for the preparation of the CEMP which will be prepared prior to construction and delivered via a planning condition has been established. This will robustly address a number of considerations relating to construction management including perceived risk from construction activities, general site management, control of significant risks, environmental considerations and management measures and health and safety.

Summary

8.15 In summary, the proposed development represents a high-quality sustainable form of development which will provide a mix of dwelling types and sizes, including 100 social-rent homes and substantial investment in public realm through the provision of a New Collyhurst Park, all within an accessible location in Collyhurst Village. The proposals will also provide a flexible commercial space at ground floor level of the apartment buildings, providing an active frontage and direct employment opportunities.

8.16 The proposed development will result in significant regeneration benefits, including the following:

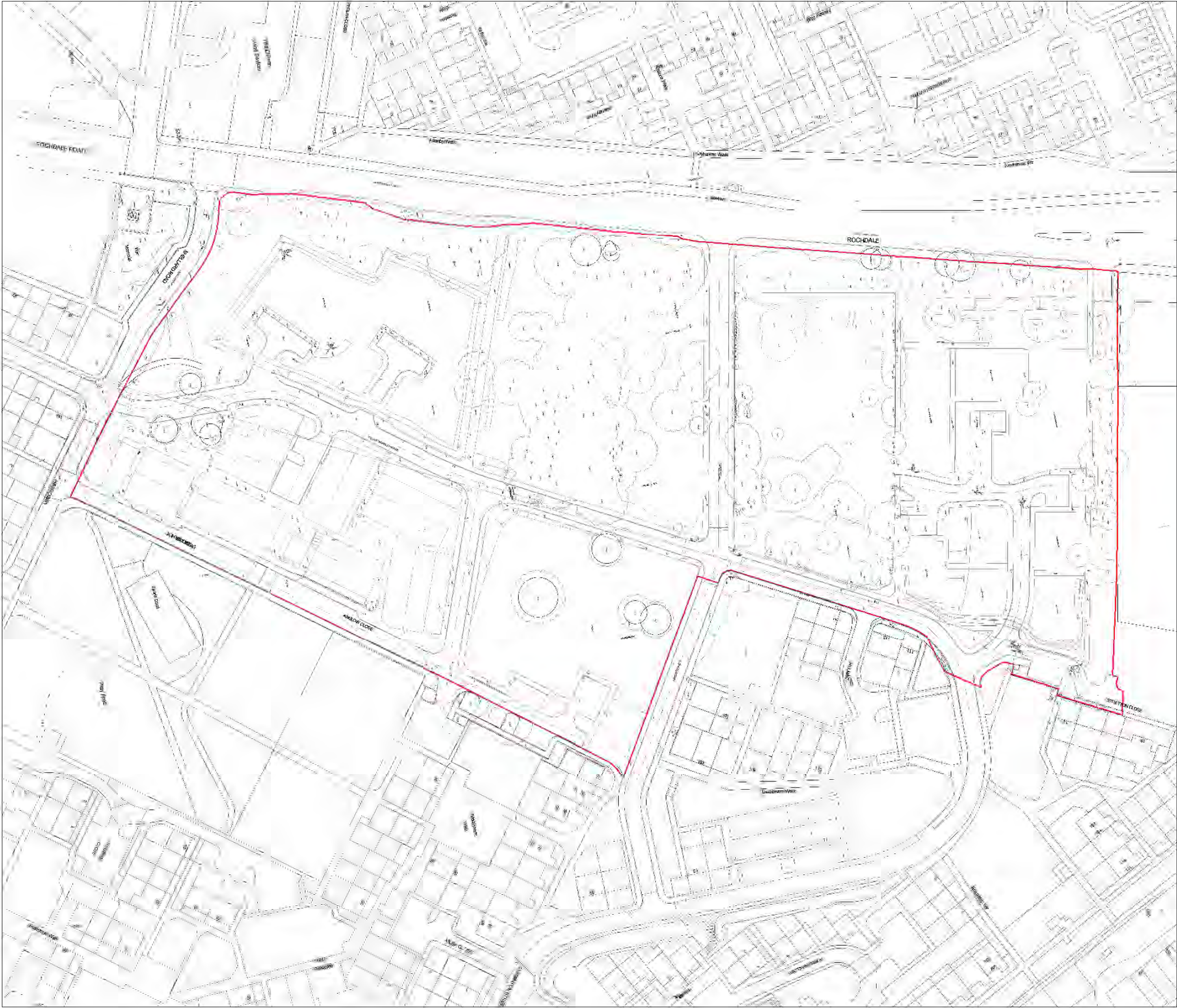
- The delivery of high-quality residential-led development as part of the first phase of the Northern Gateway that will set the precedent for the quality of future developments and attract investment into Manchester City Centre in line with the Government's commitment to building a strong and competitive economy;
- New homes of the type, quality and tenure in a location to meet the needs of the City Centre including the provision of 42% affordable housing (100 social rent units) and accommodation suitable for families and elderly people;
- A new park in the heart of the neighbourhood which will form part of a wider green network connecting Collyhurst Village with Vauxhall Gardens and the City River Park to the west, and Monsall to the north and east.
- Achieving 38.72% biodiversity net gain in a city location;
- The planting of 464 new trees, 1:2 replacement ratio. The replacement proposals include new street trees, areas of woodland, an orchard and parkland trees, the majority of which will be semi-mature when planted
- A total reduction of 20.6% in carbon emissions over Part L 2013 based on SAP 9.0 carbon factors, however when SAP 10.0 and 10.1 carbon factors are used, this reduction rises to 41.4% and 64.1% respectively.
- Supplying 100% of the operational energy from a renewable energy supplier. The development is therefore both low carbon and carbon neutral, with regards to its carbon emissions.
- Provision of 100% car parking for the houses and 32% for the apartments, plus visitor spaces for the housing development and new park;
- Provision of 200% secure cycle parking for the houses and 100% for the apartments, plus additional scooter spaces for the apartments;
- Positively contributing towards economic growth which would act as a catalyst for the wider regeneration of the area, creating a sense of place and changing the perception of the area;
- Significant job creation during the construction phase and an increase in spend in the local community by construction workers and employment generated by the proposed commercial uses;

- Supporting employment opportunities via highly skilled new residents and increased household expenditure and providing new residents which will enhance the skills base available to employers in the local area and potentially benefit local business productivity;

8.17 In summary, the scheme proposals accord with the adopted Development Plan and NPPF. Furthermore, the scheme proposals also comply with guidance contained with the Northern Gateway SRF and will deliver substantial regeneration benefits. It is therefore respectfully requested that full planning permission is granted.

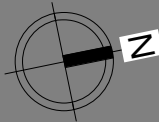
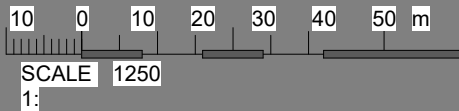
Appendix I

Site Location Plan



Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

— Site Boundary



PL 26/01/21 LH Planning Issue

Rev Date Intls Details

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Project Title Collyhurst Village
Client FEC and MCC
Location Manchester

Drawing Title Existing Site Location Plan

Date 26/01/2021 18:06:52 Scale 1 : 1250
Checked GC Orig Paper Size A3

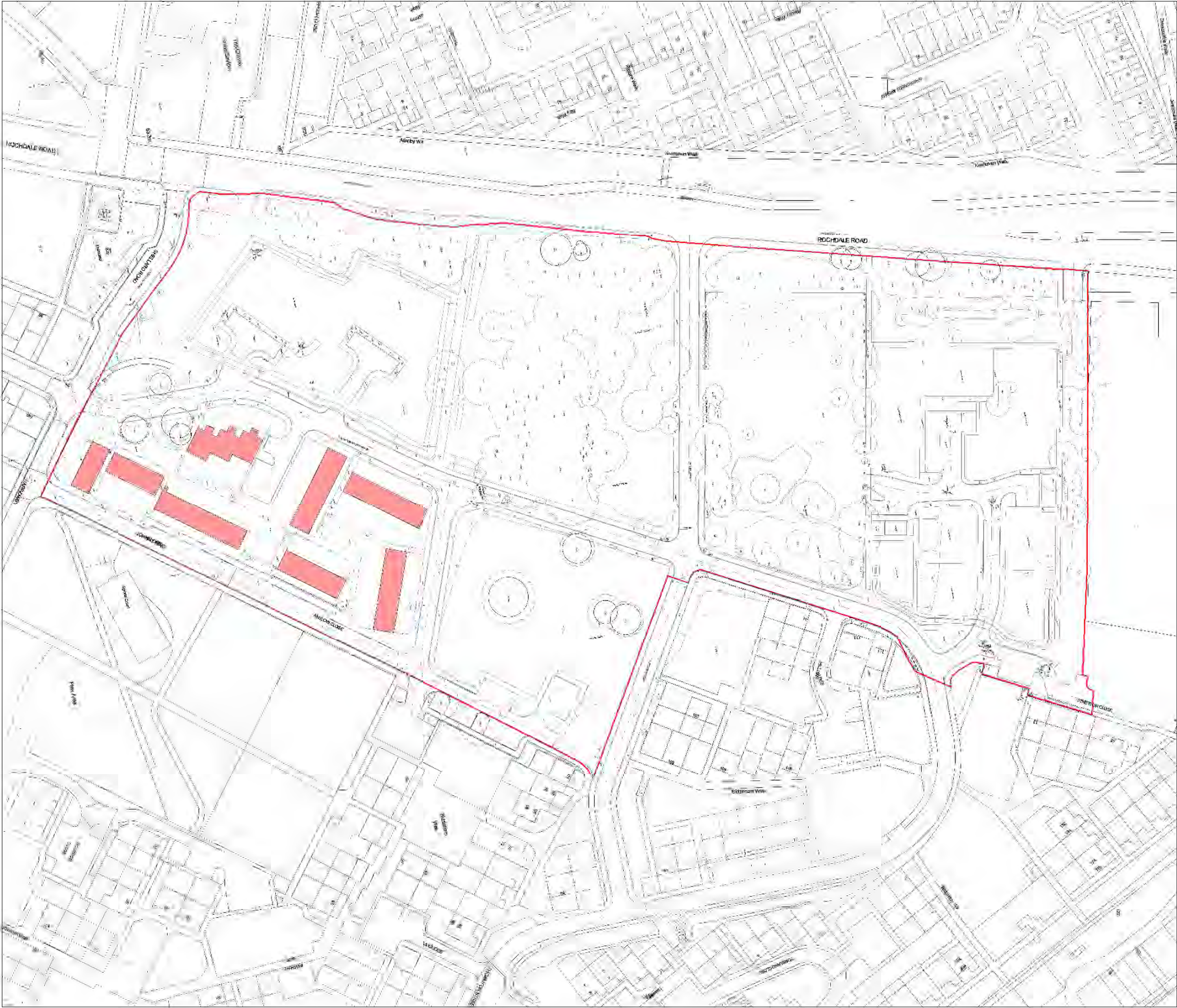
Job No: 8871 Status PLANNING

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

8871-BA-MP-XX-DR-A- (01)100- PL

Appendix II

Demolition Plan

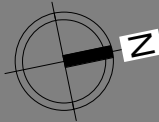
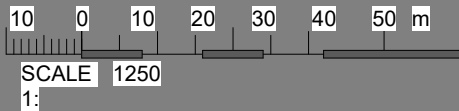


B
B

Note:
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Proposed Site Boundary

Buildings to be demolished



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Project Title Collyhurst Village
Client FEC and MCC
Location Manchester

Drawing Title Demolition Plan

Date 26/01/2021 18:07:16 Scale 1 : 1250
Checked LH Orig Paper Size A3

Job No: 8871 Status PLANNING

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

8871-BA-CV-XX-DR-A- (01)104- PL

Appendix III

Application Documents and Drawings

Collyhurst Residential Planning Application: Submission Documents

Document	Responsibility
1. Planning Application Forms, Notices and Certificates	Avison Young
2. Correct planning application fee	FEC
3. Supporting Planning Statement (including Affordable Housing Statement)	Avison Young
4. Statement of Community Involvement	Counter Context
5. Scheme Drawings (refer to separate sheets)	Buttress Exterior Architecture
6. Design & Access Statement (including Landscape Design and Access Section and Refuse Management Strategy)	Buttress
7. Ecology Report (including bat surveys, BNG calculations, invasive plants assessment)	TEP
8. Phase I Preliminary Risk Assessment	LK Group
9. Phase II Ground Investigations	LK Group
10. Remediation Strategy	LK Group
11. TV Reception Survey	GTech
12. Crime Impact Assessment	GMP
13. Archaeology Assessment	Salford Archaeology
14. Written Scheme of Investigation	Salford Archaeology

Document	Responsibility
15. Heritage Assessment	Salford Archaeology
16. Tree Survey and Arboricultural Impact Assessment	Amenity Tree Care
17. Lighting Assessment Including: - External Lighting Layout Plan - Co-ordinated Services - EVC Installation Detail	Watt

Environmental Statement

Chapter	Responsibility
ES Volume 1: Non-Technical Summary	Avison Young
ES Volume 2: Main Text:	
Chapter 1. Introduction	Avison Young
Chapter 2. Approach Including MCC EIA Scoping Opinion	Avison Young
Chapter 3. Site Description	Avison Young
Chapter 4. Alternatives	Avison Young
Chapter 5. The Proposed Development Including Construction Phasing, Construction Management Plan and Construction Waste Strategy	Avison Young
Chapter 6. Planning Policy Context	Avison Young
Chapter 7. Townscape and Visual Impact (including Trees)	Exterior Architecture
Chapter 8: Flood Risk and Drainage	Civic Engineers
Chapter 9. Transport and Access Including Transport Assessment; Framework Travel Plan and Parking Strategy	Civic Engineers
Chapter 10. Air Quality and Dust	Redmore Environmental

Chapter	Responsibility
Chapter 11. Noise and Vibration	Sandy Brown
Chapter 12. Socio Economic (including Local Labour)	Avison Young
Chapter 13. Climate Change	Watt
Chapter 14: Human Health	Enfusion
Chapter 15. Cumulative Impacts	Avison Young
Chapter 16. Summary of Mitigation and Residual Effects	Avison Young

Title	Drawing Number	Drawing Type	Size	Scale	Revision	Status
Site Wide Arrangement Drawings						
Existing Site Location Plan - Collyhurst Village	8871-BA-SC-XX-DR-A-(01)100	Plan	A3	1-1250	PL	Planning Issue
Demolish Plan	8871-BA-MP-XX-DR-A-(01)104	Plan	A3	1-1250	PL	Planning Issue
Collyhurst Village Housetype Plan	8871-BA-MP-XX-DR-A-(04)702	Plan	A3	1-1250	PL	Planning Issue
Collyhurst Village Tenure Plan	8871-BA-MP-XX-DR-A-(04)704	Plan	A3	1-1250	PL	Planning Issue
Proposed Site Location plan	8871-BA-MP-00-DR-A-(04)706	Plan	A3	1-1250	PL	Planning Issue
Plot Arrangement Plan	8871-BA-MP-00-DR-A-(04)721	Plan	A3	1-1250	PL	Planning Issue
Proposed Site Street Elevations	8871-BA-MP-XX-DR-A-(05)750	Elevation	A1	1-500	PL	Planning Issue
General Arrangement Drawings						
Plot A-GA Ground Floor Plan	8871-BA-PA-00-DR-A-(04)000	Plan	A3	1-500	PL	Planning Issue
Plot A-GA First Floor Plan	8871-BA-PA-01-DR-A-(04)001	Plan	A3	1-500	PL	Planning Issue
Plot A-GA Second Floor Plan	8871-BA-PA-02-DR-A-(04)002	Plan	A3	1-500	PL	Planning Issue
Plot A-GA Third Floor Plan	8871-BA-PA-03-DR-A-(04)003	Plan	A3	1-500	PL	Planning Issue
Plot A-GA Fourth Floor Plan	8871-BA-PA-04-DR-A-(04)004	Plan	A3	1-500	PL	Planning Issue
Plot A-GA Fifth Floor Plan	8871-BA-PA-05-DR-A-(04)005	Plan	A3	1-500	PL	Planning Issue
Plot A-GA Roof Plan	8871-BA-PA-06-DR-A-(04)006	Plan	A3	1-500	PL	Planning Issue
Plot-A-Proposed Street Elevations 1-200	8871-BA-PA-XX-DR-A-(05)001	Elevation	A1	1-200	PL	Planning Issue
Plot-A-Proposed Street Sections 1-200	8871-BA-PA-XX-DR-A-(06)001	Section	A1	1-200	PL	Planning Issue
Plot B-GA Ground Floor Plan	8871-BA-PB-00-DR-A-(04)100	Plan	A3	1-500	PL	Planning Issue
Plot B-GA First Floor Plan	8871-BA-PB-01-DR-A-(04)101	Plan	A3	1-500	PL	Planning Issue
Plot B-GA Second Floor Plan	8871-BA-PB-02-DR-A-(04)102	Plan	A3	1-500	PL	Planning Issue
Plot B-GA Third Floor Plan	8871-BA-PB-03-DR-A-(04)103	Plan	A3	1-500	PL	Planning Issue
Plot B-GA Roof Plan	8871-BA-PB-04-DR-A-(04)104	Plan	A3	1-500	PL	Planning Issue
Plot B-Proposed Street Elevations 1-200	8871-BA-PB-XX-DR-A-(05)100	Elevation	A1	1-200	PL	Planning Issue
Plot-B-Proposed Street Sections 1-200	8871-BA-PB-XX-DR-A-(06)100	Section	A1	1-200	PL	Planning Issue
Plot C-GA Ground Floor Plan	8871-BA-PC-00-DR-A-(04)200	Plan	A3	1-500	PL	Planning Issue
Plot C-GA First Floor Plan	8871-BA-PC-01-DR-A-(04)201	Plan	A3	1-500	PL	Planning Issue
Plot C-GA Second Floor Plan	8871-BA-PC-02-DR-A-(04)202	Plan	A3	1-500	PL	Planning Issue
Plot C-GA Third Floor Plan	8871-BA-PC-03-DR-A-(04)203	Plan	A3	1-500	PL	Planning Issue
Plot C-GA Fourth Floor Plan	8871-BA-PC-04-DR-A-(04)204	Plan	A3	1-500	PL	Planning Issue
Plot C-GA Roof Plan	8871-BA-PC-05-DR-A-(04)205	Plan	A3	1-500	PL	Planning Issue
Plot C-Proposed Street Elevations 1-200	8871-BA-PC-XX-DR-A-(05)200	Elevation	A1	1-200	PL	Planning Issue
Plot-C-Proposed Street Sections 1-200	8871-BA-PC-XX-DR-A-(06)200	Section	A1	1-200	PL	Planning Issue
Plot D-GA Ground Floor Plan	8871-BA-PD-00-DR-A-(04)300	Plan	A3	1-500	PL	Planning Issue
Plot D-GA First Floor Plan	8871-BA-PD-01-DR-A-(04)301	Plan	A3	1-500	PL	Planning Issue
Plot D-GA Second Floor Plan	8871-BA-PD-02-DR-A-(04)302	Plan	A3	1-500	PL	Planning Issue
Plot D-GA Third Floor Plan	8871-BA-PD-03-DR-A-(04)303	Plan	A3	1-500	PL	Planning Issue
Plot D-GA Roof Plan	8871-BA-PD-04-DR-A-(04)304	Plan	A3	1-500	PL	Planning Issue
Plot D-Proposed Street Elevations 1-200	8871-BA-PD-XX-DR-A-(05)300	Elevation	A1	1-200	PL	Planning Issue
Plot-D-Proposed Street Sections 1-200	8871-BA-PD-XX-DR-A-(06)300	Section	A1	1-200	PL	Planning Issue

Title	Drawing Number	Drawing Type	Size	Scale	Revision	Status
Housing Typology						
2B4P - Proposed Floor Plans - HT01	8871-BA-H1-XX-DR-A-(04)500	Plan	A3	1-100	PL	Planning Issue
2B4P - Proposed Elevations and Sections - HT01	8871-BA-H1-XX-DR-A-(05)500	Elevation/Section	A3	1-100	PL	Planning Issue
3B5P - Proposed Floor Plans - HT02	8871-BA-H2-XX-DR-A-(04)550	Plan	A3	1-100	PL	Planning Issue
3B5P - Proposed Elevations and Sections - HT02	8871-BA-H2-XX-DR-A-(05)550	Elevation/Section	A3	1-100	PL	Planning Issue
4B6P - Proposed Floor Plans - HT03	8871-BA-H3-XX-DR-A-(04)600	Plan	A3	1-100	PL	Planning Issue
4B6P - Proposed Elevations and Sections - HT03	8871-BA-H3-XX-DR-A-(05)600	Elevation/Section	A3	1-100	PL	Planning Issue
4B6P - Proposed Floor Plans - HT04	8871-BA-H4-XX-DR-A-(04)650	Plan	A3	1-100	PL	Planning Issue
4B6P - Proposed Elevations and Sections - HT04	8871-BA-H4-XX-DR-A-(05)650	Elevation/Section	A3	1-100	PL	Planning Issue
5B7P - Proposed Floor Plans - HT05_S	8871-BA-H5-XX-DR-A-(04)700	Plan	A3	1-100	PL	Planning Issue
5B7P - Proposed Elevations and Sections - HT05_S	8871-BA-H5-XX-DR-A-(05)700	Elevation/Section	A3	1-100	PL	Planning Issue
3B5P - Proposed Floor Plans - HT06_S	8871-BA-H6-XX-DR-A-(04)850	Plan	A3	1-100	PL	Planning Issue
3B5P - Proposed Elevations and Sections - HT06_S	8871-BA-H6-XX-DR-A-(05)850	Elevation/Section	A3	1-100	PL	Planning Issue
3B5P - Proposed Floor Plans - HT07_S	8871-BA-H7-XX-DR-A-(04)575	Plan	A3	1-100	PL	Planning Issue
3B5P - Proposed Elevations and Sections - HT07_S	8871-BA-H7-XX-DR-A-(05)575	Elevation/Section	A3	1-100	PL	Planning Issue
4B6P - Proposed Floor Plans - HT08_S	8871-BA-H8-XX-DR-A-(04)625	Plan	A3	1-100	PL	Planning Issue
4B6P - Proposed Elevations and Sections - HT08_S	8871-BA-H8-XX-DR-A-(05)625	Elevation/Section	A3	1-100	PL	Planning Issue
4B6P - Proposed Floor Plans - HT09_S	8871-BA-H9-XX-DR-A-(04)675	Plan	A3	1-100	PL	Planning Issue
4B6P - Proposed Elevations and Sections - HT09_S	8871-BA-H9-XX-DR-A-(05)675	Elevation/Section	A3	1-100	PL	Planning Issue
Park Facing Houses - Façade Study	8871-BA-HX-XX-DR-A-(21)500	Detail	A1	1-50	PL	Planning Issue
Landmark Housetype - Façade Study	8871-BA-HX-XX-DR-A-(21)501	Detail	A1	1-50	PL	Planning Issue
2-Bed Townhouses - Façade Study	8871-BA-HX-XX-DR-A-(21)502	Detail	A1	1-50	PL	Planning Issue
Apartment Type Layouts						
Apartment Block 1 - Ground Floor	8871-BA-A1-00-DR-A-(04)050	Plan	A1	1-200	PL	Planning Issue
Apartment Block 1 - First Floor	8871-BA-A1-01-DR-A-(04)051	Plan	A1	1-200	PL	Planning Issue
Apartment Block 1 - Typical Floor - Level 02-03	8871-BA-A1-02-DR-A-(04)052	Plan	A1	1-200	PL	Planning Issue
Apartment Block 1 - Fourth Floor	8871-BA-A1-04-DR-A-(04)053	Plan	A1	1-200	PL	Planning Issue
Apartment Block 1 - Fifth Floor	8871-BA-A1-04-DR-A-(04)054	Plan	A1	1-200	PL	Planning Issue
Apartment Block 1 - Roof Plan	8871-BA-A1-05-DR-A-(04)055	Plan	A1	1-200	PL	Planning Issue
Apartment Block 1 - East and West Elevations	8871-BA-A1-XX-DR-A-(05)050	Elevation	A1	1-200	PL	Planning Issue
Apartment Block 1 - North and South Elevations	8871-BA-A1-XX-DR-A-(05)051	Elevation	A1	1-200	PL	Planning Issue
Apartment Block 1 - Residential Entrance Façade Study	8871-BA-A1-XX-DR-A-(21)050	Detail	A1	1-50	PL	Planning Issue
Apartment Block 2 - Ground Floor	8871-BA-A2-00-DR-A-(04)250	Plan	A1	1-100	PL	Planning Issue
Apartment Block 2 - First Floor	8871-BA-A2-01-DR-A-(04)251	Plan	A1	1-100	PL	Planning Issue
Apartment Block 2 - Typical Floor - Level 02-03	8871-BA-A2-02-DR-A-(04)252	Plan	A1	1-100	PL	Planning Issue
Apartment Block 2 - Roof Plan	8871-BA-A2-04-DR-A-(04)254	Plan	A1	1-100	PL	Planning Issue
Apartment Block 2 - Elevations	8871-BA-A2-XX-DR-A-(05)250	Elevation	A1	1-100	PL	Planning Issue
Apartment Block 2 - Residential Entrance Façade Study	8871-BA-A2-XX-DR-A-(21)250	Detail	A1	1-50	PL	Planning Issue
Apartment Block 2 - Duplex Entrance Façade Study	8871-BA-A2-XX-DR-A-(21)251	Detail	A1	1-50	PL	Planning Issue
Plot D - Sustation						
Substation Details	8871-BA-AD-XX-DR-A-(07)306	Plans/Elevations/Sections	A3	1-100	PL	Planning Issue
CGI's						
CGI - Rochdale Road facing apartments	8871-BA-XX-XX-DR-A-(99)001	CGI	A3	N/A	PL	Planning Issue
CGI - Park facing houses	8871-BA-XX-XX-DR-A-(99)002	CGI	A3	N/A	PL	Planning Issue
CGI - Street scene to apartment block	8871-BA-XX-XX-DR-A-(99)003	CGI	A3	N/A	PL	Planning Issue
CGI - Rochdale Road facing Townhouses	8871-BA-XX-XX-DR-A-(99)004	CGI	A3	N/A	PL	Planning Issue
Schedules						
Schedule of Accommodation	210124_Schedule of Accommodation	Schedule	A3	N/A	PL	Planning Issue
Planning Drawing List	210124_Collyhurst Planning Drawing List	Schedule	A4	N/A	PL	Planning Issue
Reports						
DAS	200929_DesignandAccessStatement	DAS	A3	N/A	PL	Planning Issue

COLLYHURST VILLAGE

DRAWING ISSUE REGISTER

EXTERIOR ARCHITECTURE
STUDIO 537, THE ROYAL EXCHANGE
ST ANN'S SQUARE, MANCHESTER M2 7DH
TEL: 0161 850 8101

DOCUMENT ISSUE NUMBER	001
ISSUE DATE	15.01.2021

EXA PROJECT CODE	1994
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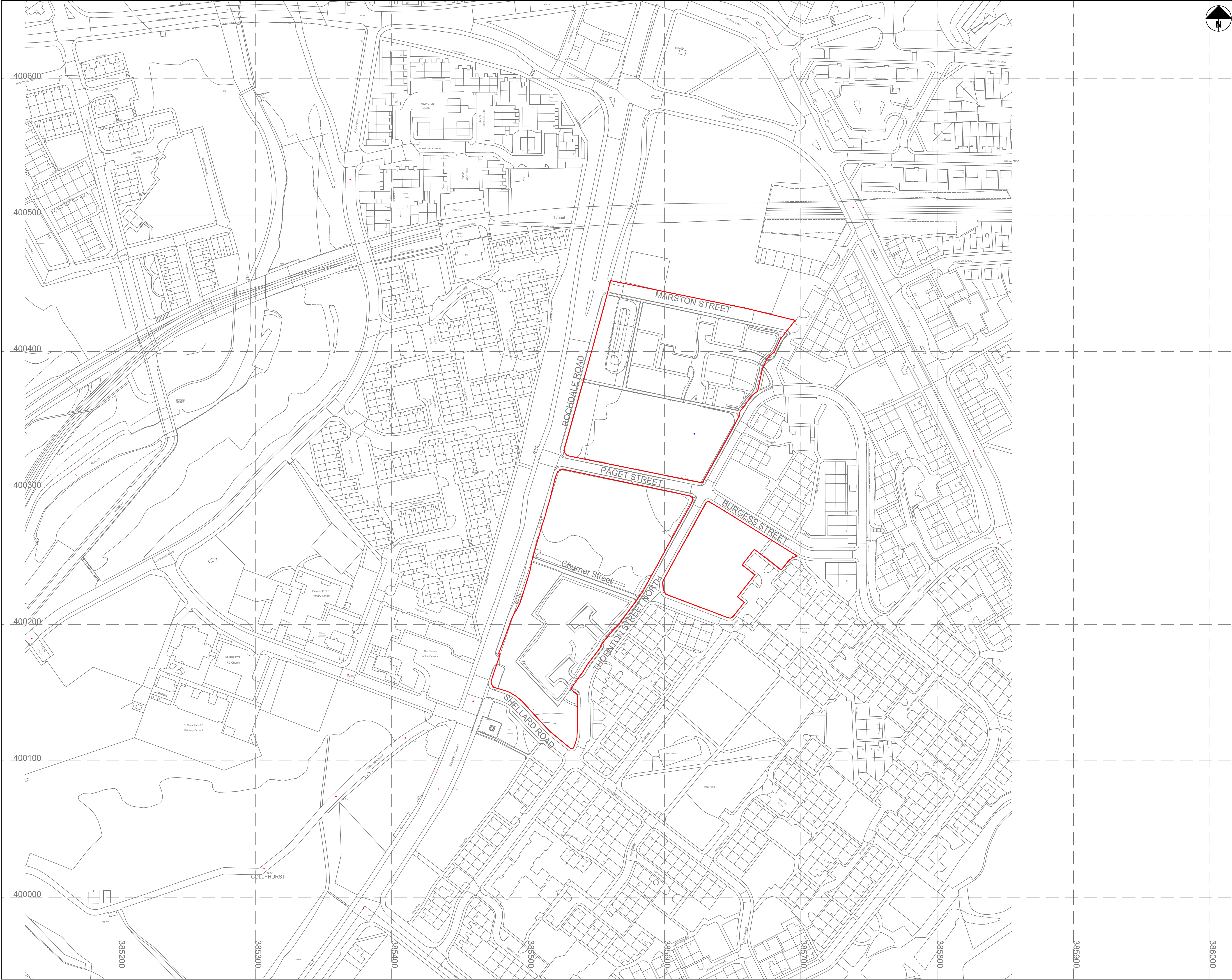
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1994-EXA-00-GF-DR-L-102	COLLYHURST VILLAGE GENERAL ARRANGEMENT PLAN SHEET 1 OF 3	1:250	A1	-					
1994-EXA-00-GF-DR-L-103	COLLYHURST VILLAGE GENERAL ARRANGEMENT PLAN SHEET 2 OF 3	1:250	A1	-					
1994-EXA-00-GF-DR-L-104	COLLYHURST VILLAGE GENERAL ARRANGEMENT PLAN SHEET 3 OF 3	1:250	A1	-					
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1994-EXA-00-GF-DR-L-201	COLLYHURST VILLAGE TREE PLAN & PALETTE	1:500	A1	-					
1994-EXA-00-GF-DR-L-202	COLLYHURST NEW PARK -PHASE1 TREE PLAN & PALETTE	1:500	A1	-					
1994-EXA-00-GF-DR-L-203	COLLYHURST VILLAGE PLANTING PLAN & PALETTE	1:500	A1	-					
1994-EXA-00-GF-DR-L-204	COLLYHURST NEW PARK -PHASE1 PLANTING PLAN & PALETTE	1:500	A1	-					
1994-EXA-00-GF-DR-L-300	COLLYHURST VILLAGE GENERAL LEVELS SITEWIDE PLAN	1:500	A1	-					
1994-EXA-00-GF-DR-L-301	COLLYHURST VILLAGE GENERAL LEVELS PLAN SHEET 1 OF 3	1:250	A1	-					
1994-EXA-00-GF-DR-L-302	COLLYHURST VILLAGE GENERAL LEVELS PLAN SHEET 2 OF 3	1:250	A1	-					
1994-EXA-00-GF-DR-L-303	COLLYHURST VILLAGE GENERAL LEVELS PLAN SHEET 3 OF 3	1:250	A1	-					
1994-EXA-00-GF-DR-L-304	COLLYHURST NEW PARK -PHASE1 GENERAL LEVELS SITEWIDE PLAN	1:500	A1	-					
1994-EXA-00-GF-DR-L-305	COLLYHURST NEW PARK -PHASE1 LEVELS PLAN SHEET 1 OF 3	1:200	A1	-					
1994-EXA-00-GF-DR-L-306	COLLYHURST NEW PARK -PHASE1 LEVELS PLAN SHEET 2 OF 3	1:200	A1	-					
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1994-EXA-00-GF-DR-L-521	COLLYHURST NEW PARK -PHASE1 TYPICAL SECTIONS A	1:200	A4	-					
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PURPOSE OF ISSUE									
Stage 3 A Planning									
ISSUE FORMAT									
E= E-mail P = Paper C=CD				E					

Appendix IV

Enabling Works Site Location Plan



- Standard Notes
1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
 2. This drawing should not be scaled.
 3. All dimensions are to be verified by the contractor on site.
 4. All discrepancies should be reported to the C.A. prior to the commencement of the works.

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- Notes and Keys
1. TOPOGRAPHICAL SURVEY CONDUCTED BY SURVEY OPERATIONS TITLED "TOPOGRAPHICAL SURVEY OF LAND AT: LAND OFF ROCHDALE ROAD COLLYHURST MANCHESTER" DRAWING NUMBER 19K190/003 DATED DECEMBER 2019.

— SITE BOUNDARY

22.10.20	P02	UPDATED DRAWING TITLE	RSH	PM
13.10.20	P01	ISSUED FOR INFORMATION	RSH	PM
Date	Rev	Description	Drawn	Chkd



MANCHESTER Carver's Warehouse, 77 Dale Street, Manchester, M1 2HG, Tel: 0161 228 6701
LONDON Rende Wharf, 28 Mill Street, London SE1 3AA, Tel: 020 7253 2077
LEEDS Tower Works, Unit 20-21, Cliffe Road, Leeds, LS11 5DU, Tel: 0113 2025 1203
GLASGOW Graham Chambers, 45 West Nile St, Glasgow, G1 2PP, Tel: 0141 570 1829

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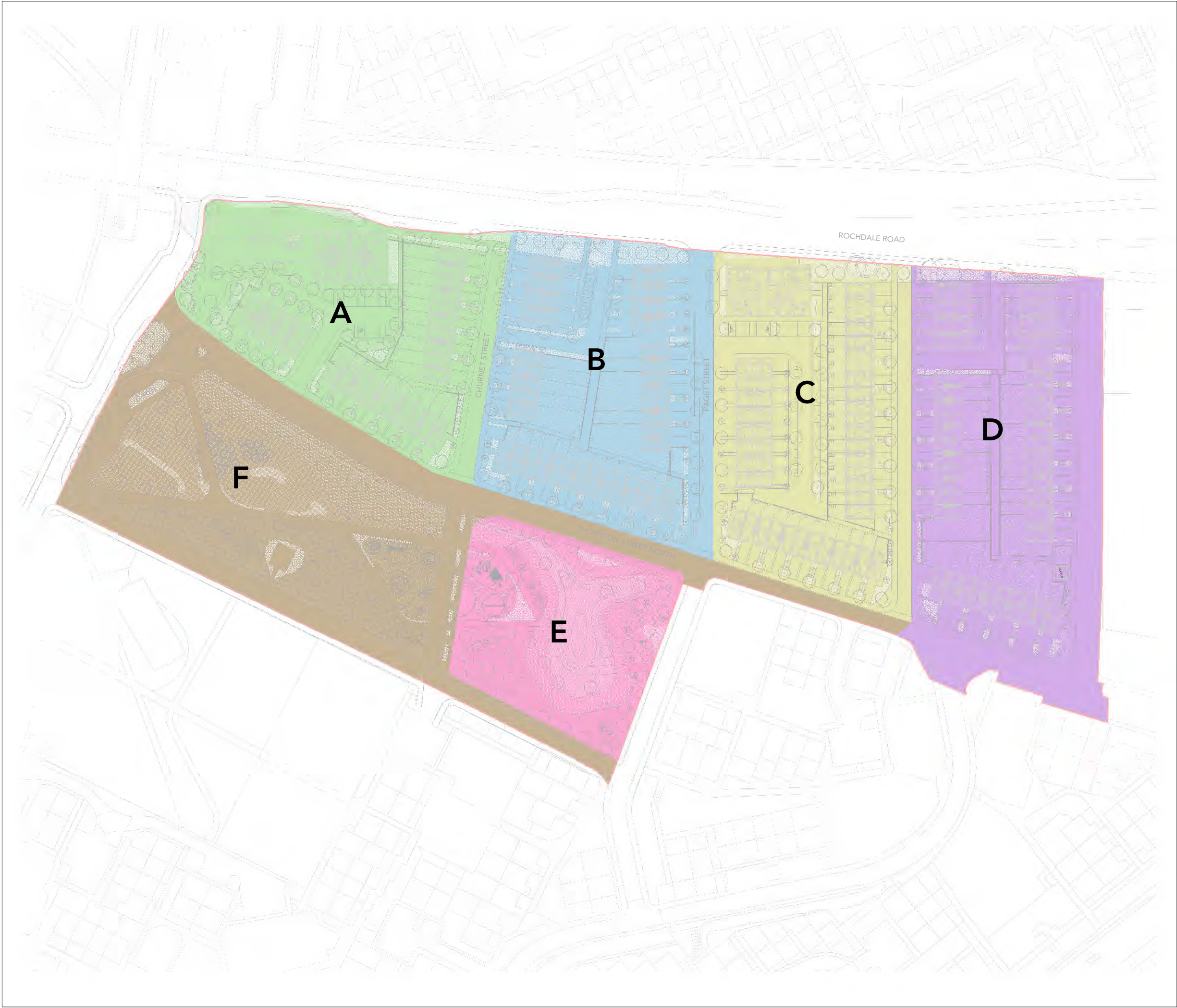
Project
**COLLYHURST VILLAGE
ENABLING WORKS APPLICATION**

Title
**COLLYHURST VILLAGE
SITE LOCATION PLAN**

INFORMATION						
Project Number	Scale @ A1	Date Created	Drawn	Checked	Suitability	
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Drawing Number						Revision
1226-06-CIV-PL-VIL-DR-EW-0001						P02

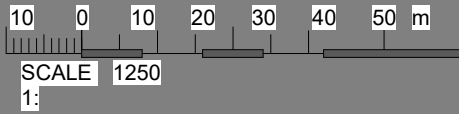
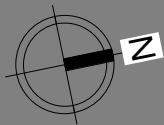
Appendix V

Plot Arrangement Plan



B
D

Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.



Housing Development sits
within Plots A-D

The New Collyhurst Park -
Phase 1 sits within Plots E-F

PL 26/01/21 LH Planning Issue

Rev	Date	Intls	Details
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Project Title	Collyhurst Village
Client	FEC and MCC
Location	Manchester

Drawing Title	Plot Arrangement Plan
---------------	-----------------------

Date	26/01/2021 21:19:29	Scale	1 : 1250
Checked	LH	Orig Paper Size	A3

Job No:	8871	Status	PLANNING
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Project:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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8871-BA-MP-00-DR-A- (04)721- PL

Appendix VI

Proposed Site Layout Plan



Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Plot A

Houses: 28
No. of Apartments: 50
Apartment Storeys: 6 Storeys
Apartment Building Height: 23.100m (Top of Lift Overrun)

Plot B

Houses: 43
Tallest housetype 4 storeys (top level roof garden): 11.2m to roof ridge.

Plot C

Houses: 46
No. of Apartments: 26
Apartment Storeys: 5 Storeys
Apartment Building Height: 17.325m (Top of Lift Overrun)

Plot D

Houses: 51
Tallest housetype 4 storeys (top level roof garden): 11.2m to roof ridge.

Total 244

PL 26/01/21 LH Planning Issue

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Project Title Collyhurst Village
Client FEC and MCC
Location Manchester

Drawing Title Site Layout Plan

Date 26/01/2021 21:24:19 Scale 1 : 1250
Checked GC Orig Paper Size A3

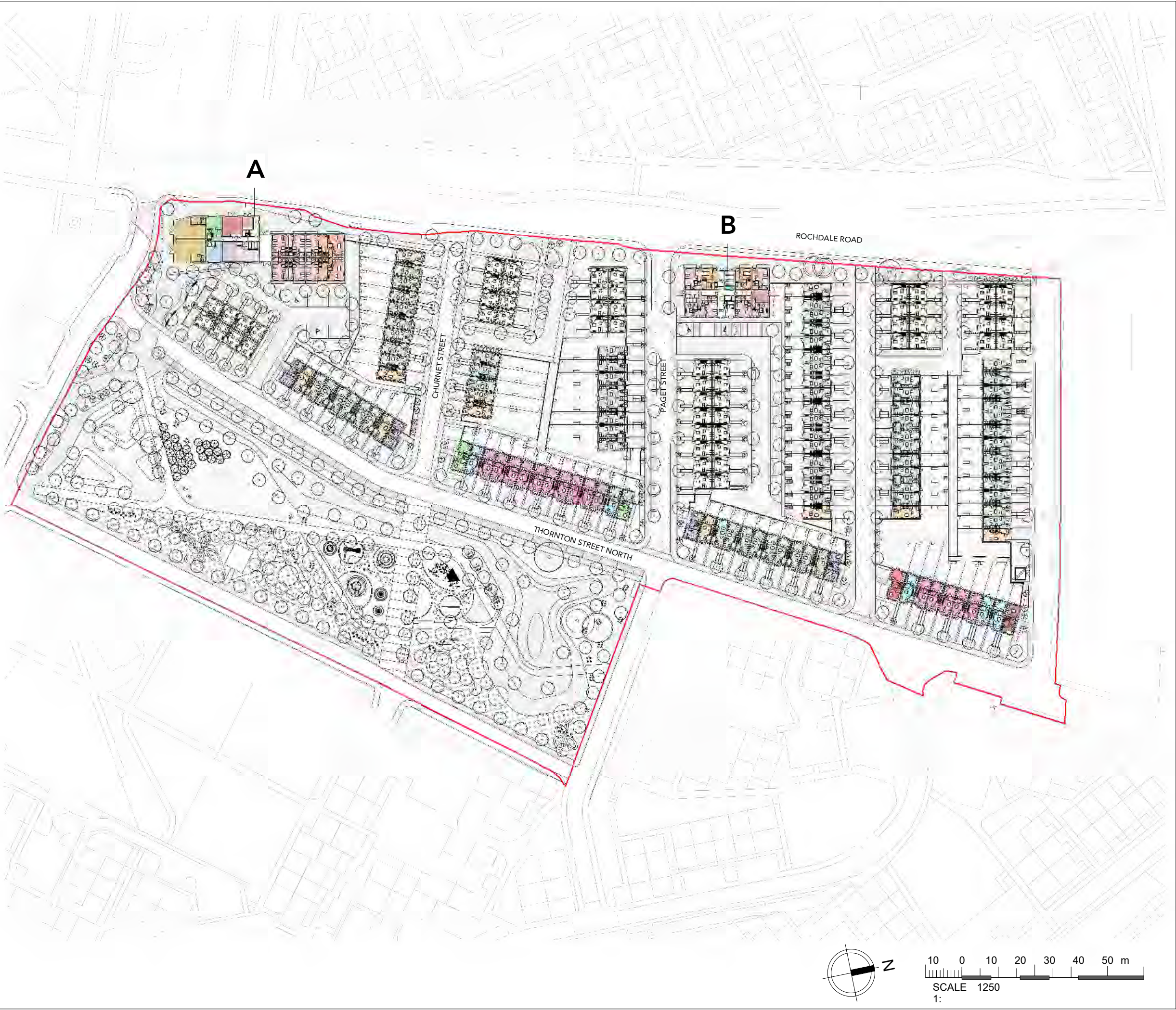
Job No: 8871 Status PLANNING

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

8871-BA-MP-00-DR-A- (04)706- PL

Appendix VII

Housetype Plan



B

Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Apartment A:

2B3P - Duplex	6
3B5P - Duplex	2
1B2P - Apt	12
2B3P - Apt	26
2B4P - Apt	2
3B5P - Apt	2
Total	50

Apartment B:

2B3P - Duplex	6
3B5P - Duplex	2
1B2P - Apt	6
2B3P - Apt	12
Total	26
Total Apartments	76

Housetypes:

HT 01 - 2B4P	56
HT 02 - 3B5P	72
HT 03 - 4B6P	12
HT 04 - 4B6P	4
HT 05S - 5B7P	1
HT 06S - 3B5P	1
Special	
HT 07S - 3B5P	15
HT 08S - 4B6P	5
HT 09S - 4B6P	2

Total	168
	244

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Project Title	Collyhurst Village
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Location	Manchester

Drawing Title Housetype Plan

Date	26/01/2021 21:18:50	Scale	1 : 1250
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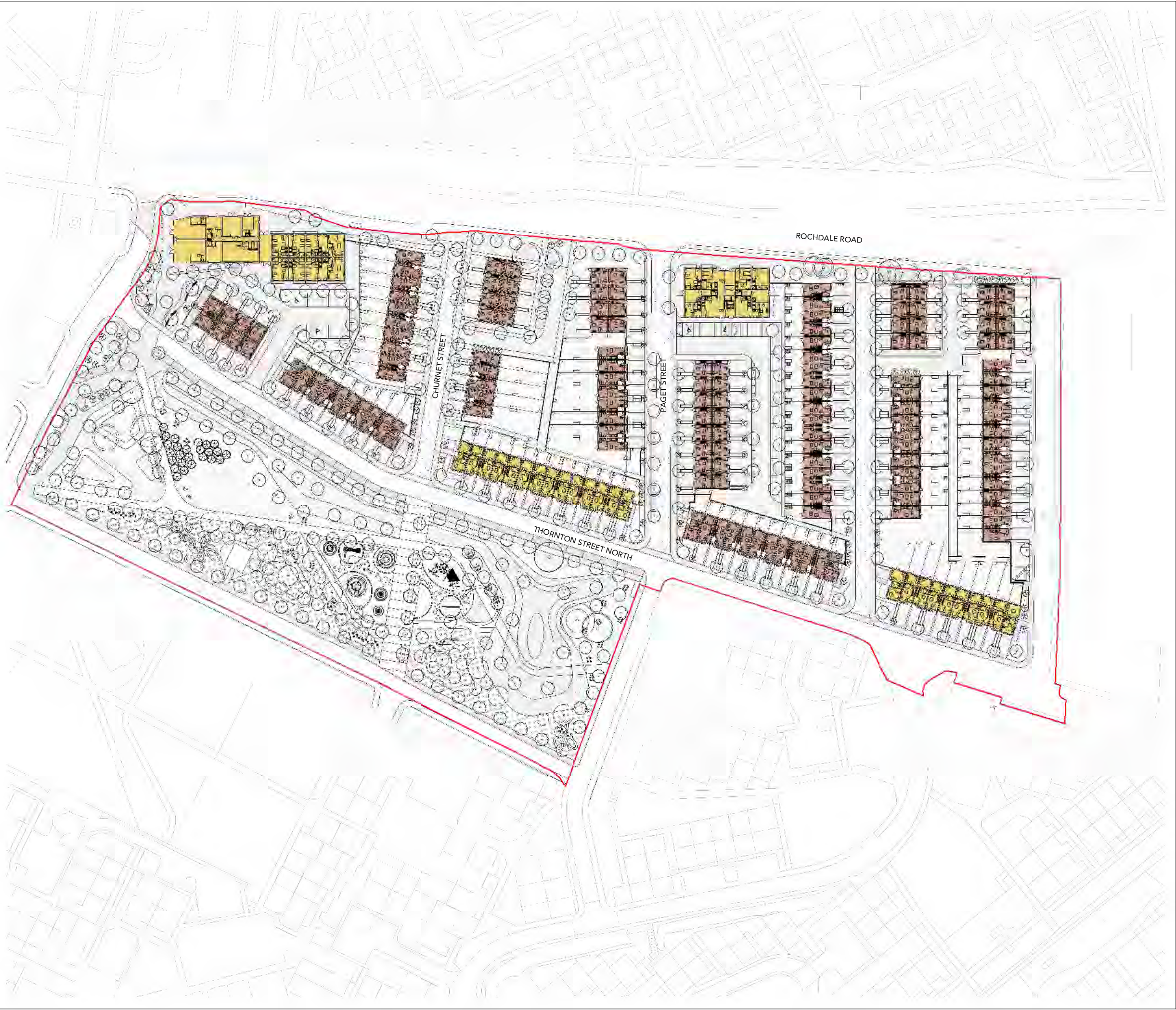
Job No: 8871 Status PLANNING

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

8871-BA-MP-XX-DR-A- (04)702- PL

Appendix VIII

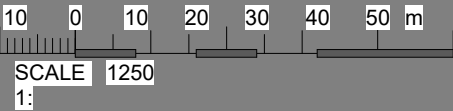
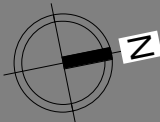
Tenure Plan



Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Tenure Key:

	Apt.	House	Total
Private	0	144	144
Social Rent	76	24	100
			244



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Project Title Collyhurst Village
Client FEC and MCC
Location Manchester

Drawing Title Tenure Plan

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Job No: 8871 Status PLANNING

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

8871-BA-MP-XX-DR-A- (04)704- PL

Appendix IX

Waste Proforma

Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number:

Date Submitted:

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	168 x 240L
Pulpable Recycling	140 / 240	1 x wheeled bin	168 x 240L
Mixed Recycling	140 / 240	1 x wheeled bin	168 x 240L
Garden Waste	140 / 240	1 x wheeled bin	168 x 240L
Food Waste	23	1 x 23 litre caddy	118 x 24L

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	Yes, 0.43sqm has been provided per apartment providing a total of 12 1100L Eurobins for Apartment Block 1, and 6 1100L Eurobins Apartment Block 2. Circulation space to manoeuvre and access containers has been provided to allow for a managed rotation of bins and removal for collection.

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -
Pulpable Recycling -
Mixed Recycling -
Food Waste -
Industrial Waste -

Has / will a contract be obtained with a licenced waste carrier?	☒
--	-------------------------------------

Mixed Use Developments

Are the stores for residential and commercial separate from each other?	☒
---	-------------------------------------

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

Residents have access on the ground floor to the internal residential refuse store via the circulation core, and an external door is provided for removal on bin collection days. The residential store will be managed by facilities staff. Separate eurobins will be provided for waste and recycling.

Currently the commercial space is designed as a shell to allow flexibility to accommodate different future uses. Space allowance has been made in the storage spaces of the commercial/business area. This will be subject to detail design and appropriate sizing to suit the eventual use of the space

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Residential storage areas for the low rise development have waste containers providing space for 4 x 240L bins for properties with rear gardens. For properties with no rear gardens an area for 3 x 240L bins is provided. These storage areas are located on front drives in high quality design timber and brick

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation -	Residential waste stores for the low rise development are in self-contained stores which are covered and screened for weather protection and are fully ventilated. Internal residential refuse stores for the high rise will be fully ventilated with louvred/perforated doors provided.
Hygiene -	Residential stores for the low rise development will be constructed and finished in materials which are impervious and easy to clean. Internal residential refuse stores will have floor finishes that can be easily cleaned and sprayed down. These stores will be regularly cleaned by the facility staff.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

All stores for the low rise development are located close to the adopted highway and will be put onto the road side by residents on bin collection days. The refuse stores for the high rise development will be moved to bin collection points for the apartments by the facility staff. Following collection the facility staff will ensure all containers have been returned to the refuse stores.
--

Please ensure that you have attached:

Detailed plans of waste stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments

Appendix X

Planning Policy Assessment Schedule

Policy	Appraisal	Policy Compliant
Core Strategy		
Policy EC4 – North Manchester	Policy EC4 states that North Manchester is expected to provide approximately 14ha of employment land and that the key development opportunity in the area is the City Centre Fringe, suitable for office (B1a) led mixed use development. Whilst the proposed development is not employment-led, it includes 162 sqm ground floor flexible commercial units (Use Class E) within the ground floor of the Block 1 apartment building which will accommodate employment generating uses.	Yes
Policy T1 – Sustainable Transport	Policy T1 seeks to encourage a modal shift away from car travel to public transport, cycling and walking to support the needs of residents and businesses and to prepare for carbon free modes of transport. It states that the Council will support proposals that cover a range of improvements, including: • Improving choice by developing alternatives to the car; • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car; • Improving access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in life; and • Improve pedestrian routes and the pedestrian environment. As demonstrated in the SPS and ES (Chapter 9: Transport and Access), the proposed development site is accessible by a range of sustainable transport modes including the Metrolink, bus, cycling and walking. The proposed development will further enhance pedestrian connectivity including the provision of a new park with combined cycle and pedestrian paths.	Yes

Policy T2 – Accessible areas of opportunity and need	This policy seeks to ensure that new development: • Is located to ensure good access to the City's main economic drivers; • Is easily accessible by walking, cycling and public transports; • Provides appropriate car parking facilities; and, • Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications. As previously stated, the SPS and ES demonstrate that the proposed development is positioned in a sustainable location which is accessible by public transport, foot and cycle. An access of the traffic impact of the proposed development has been undertaken which demonstrates that it will not result in a severe impact on the surrounding highway network. A Travel Plan has also been developed which identifies potential measures to promote the available sustainable transport options to users of the site and minimise single occupancy car trips associated with the development. The proposed development will provide a total of 228 car parking spaces and 412 cycle spaces. In terms of electric vehicle charging provision, the proposals include a 100% infrastructure to the houses and 50% provision in the base build of the houses. The apartments have communal parking courts located in the centre of the blocks and 10% of the spaces in the communal parking will have EV charging. A detailed assessment of the car and cycle parking within the proposed development are contained within the Transport Statement and Travel Plan, which forms part of the ES submitted in support of this application.	Yes
Policy EN1 – Design Principles and Strategic Character Areas	This policy requires Design and Access Statements to be submitted with proposals for new development, which must clearly detail how the proposed development addresses local character, supports the achievement of the Core Strategy Strategic Objectives and the following design principles: character, continuity and enclosure, quality of the public realm, easy of movement, legibility, adaptability, and diversity.	Yes

	The site is located within the Central Arc Character Area where the opportunity exists for development on a large scale using innovative urban design solutions. The proposed scheme has been designed to provide a high-quality residential-led development which adheres to the requirements of this policy, as well as the principles of the Northern Gateway SRF. A detailed appraisal of the design of the scheme is included within the Design and Access Statement submitted in support of this application and at Chapter 5 of this SPS.	
Policy EN3 - Heritage	Policy EN3 states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. This application is supported by a Heritage Statement which assesses the potential heritage impact on the identified heritage assets. It demonstrates that the proposed development will result in five instances of 'no adverse effect', on the key viewpoints and settings of the designated heritage assets surrounding the site. A further assessment of the proposed development against Policy EN3 is contained at Chapter 5 of this SPS.	
Policy EN9 – Green Infrastructure	Policy EN9 states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Furthermore, one of the key features of Manchester's green infrastructure, encourages green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas. A Tree Replacement Framework has been prepared by Exterior Architecture and submitted as part of the enabling works planning application. The Framework sets out the key principles for how the trees that are proposed for removal will be replaced including 1:2 tree replacement strategy resulting in the planting of 464 new trees including new street trees, areas of woodland, an orchard and parkland trees.	
Policy EN14 – Flood Risk	Policy EN14 states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.	Yes

	In addition, an appropriate FRA will also be required for all development proposals as per the usual requirements as well as on sites greater than 0.5 hectares within Critical Drainage Areas and Canal Hazard Zones identified in the SFRA. A drainage and flood risk assessment has been submitted with the application as part of the ES. The entirety of the site is located within Flood Zone 1 which means the site is considered to be at less than 0.1% chance of flooding in any year and so is not at risk of fluvial flooding. The Flood Risk for Planning maps shows the majority of the site is at Very Low risk of surface water flooding with some areas indicated as being within a Low to High risk. During the construction phase of the development, mitigation measures will be implemented through a CEMP to reduce the potential impacts of the proposed development. The potential effects during the construction stage following the implementation of the mitigation methods outlined above are anticipated to be negligible which is not significant.	
EN15 – Biodiversity and Geological Conservation	Policy EN15 states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The proposed development will contribute towards biodiversity net gain (BNG). Overall, the proposals result in an 38.72% BNG which exceeds the 10% biodiversity net gain target set out in the draft Environment Bill and the requirements of Policy EN15. Further details of how the proposed development will enhance biodiversity are contained within the Ecology Report submitted with this planning application which includes a Biodiversity Net Gain Calculation.	Yes
Policy EN16 – Air Quality	Policy EN16 states that the Council will seek to improve the air quality within Manchester, particularly within Air Quality Management Areas located along Manchester's principal traffic routes and at Manchester Airport. Furthermore, developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. As demonstrated in the Air Quality Assessment submitted in supported of this application as	Yes

	part of the ES, the proposed development site is partially located within an existing AQMA. The development is acceptable in air quality terms subject to dust mitigation measures which will be incorporated into the CEMP. With the implementation of these measures the residual impacts from construction activities were considered to be not significant in accordance with IAQM guidance (IAQM, 2014). In addition, the Travel Plan sets out measures to promote sustainable travel.	
Policy EN17 – Water Quality	This policy states that development should: • Avoid any adverse impact on water quality and wherever possible should seek to enhance water quality; • Minimise surface run-off from development and associated roads and maximise the use of appropriate sustainable drainage systems; • Ensure that waste or litter cannot enter any watercourses located close to the site; and • Where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse. The drainage and flood risk assessment submitted in support of this application confirms that the application proposals adhere to the requirements of this policy. The drainage strategy is proposed to include source control measures including nature-based solutions such as raingardens and tree pits. Source control measures will discharge to a below ground piped network which will then discharge to a retention basin within the proposed Park or other site level SuDS features. Ultimately it is proposed that the surface water will discharge to the culverted watercourse via the UU network beneath Thornton Street North.	Yes
Policy EN18 – Contaminated Land and Ground Stability	This policy requires any proposal for development on contaminated land to be accompanied by a health risk assessment. All new development within former mining areas should undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them. A Preliminary Phase 1 Environmental Risk Assessment and a Phase 2 Geo-environmental Investigation, Risk Assessment and Remediation Strategy have been submitted in support of	Yes

	this application. These reports demonstrate that there are no ground conditions constraints to the proposed development subject to appropriate remediation.	
Policy EN19 – Waste	Policy EN19 requires all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal), and to plan for and, where appropriate, use sustainable modes for waste transport. All developers should submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. The application is supported by a Waste Management Plan included within the Design and Access Statement which details how operational waste will be dealt with. The proposed refuse strategy has been informed by pre-application discussions with MCC and accords with the guidance document GD04 issued by MCC, along with guidance on refuse outlined in the Manchester Residential Quality Guidance. A completed Waste Proforma is also included within this SPS.	Yes
Policy DM1 – Development Management	Policy DM1 sets out a number of specific issues, which all development should have regard to. Various supporting documents have been submitted detailing how the proposals have regard for issues that might impact on the surroundings, including noise, air quality and transport. These are contained within the ES and summarised at Chapter 6 of this SPS.	Yes
Saved policies of the Unitary Development Plan		
Citywide Development Control Policy DC1.1	This policy states that in determining planning applications for residential properties, the Council will have regard to: a. the general character of the property; b. the effect upon the amenity of neighbouring occupiers; c. the desirability of enabling people to adapt their houses in appropriate ways to meet changing household needs; d. the overall appearance of the proposal in the street-scene; and e. the effect of the loss of any on-site carparking.	Yes

	The supporting Design and Access Statement and submitted plans have been prepared in full accordance with the requirements of policy DC1.1 in order to present a high-quality, well-designed development that will meet the needs of local people. The proposed development includes a characterful mix and range of property types with different scales and mass that complement and enhance the character of the surrounding area as well as setting a tone for the future regeneration of the Collyhurst Village neighbourhood.	
Citywide Development Control Policy DC7.1	Policy DC7.1 states that the Council <i>“will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided”</i>. The plans submitted in support of this application demonstrate that the proposed development has been designed to ensure accessibility for disabled people. Overall, the design of the site provides the following features: • Step free access to the front entrances to all houses and apartment buildings • Lift Access, Scooter Storage and Disabled Parking Bays allocated to the apartment buildings. • MCC Social Houses and Apartments designed in accordance with the Lifetime Homes Standard wherever possible. Generally, houses are all provided with separate secondary access to rear gardens. The majority of houses will also have step free access via these garden entrance. 33 homes within the scheme will have steps within the curtilage to provide access to the rear garden and a step up to the rear doors, but this is limited and minimised wherever possible.	Yes
Citywide Development Control Policy DC19.1	Policy DC19.1 states that in determining applications for listed buildings, or planning applications for development involving or having an impact on buildings of Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. Specifically, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use	Yes

	of adjacent land, and where appropriate, by the preservation of trees and landscape features. This application is supported by a Heritage Statement which assesses the potential heritage impact on the identified heritage assets. It demonstrates that the proposed development will result in five instances of 'no adverse effect', on the key viewpoints and settings of the designated heritage assets surrounding the site.	
Citywide Development Control Policy DC20.1	Policy DC20.1 states that the Council will give particular careful consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place. Furthermore, the policy states that the Council will have special regard to the desirability of securing the preservation of other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect other sites of archaeological interests, and their settings. In exceptional cases where development is inevitable, the Council will look at the scope for combining reservation in place with limited investigation and recording. A desk-based Archaeological Assessment has been prepared by Salford Archaeology in support of the planning application. The scope of the further archaeological investigation required to mitigate the impact of the development works on the archaeological resource has been agreed with the Greater Manchester Archaeological Advisory Service (GMAAS). The full scope of the further investigation has been set out in a Written Scheme of Investigation (WSI), which has been approved by GMAAS.	Yes
Citywide Development Control Policy DC22.1	This policy states that in considering development proposals, the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement. The site is accessible to pedestrians from all directions and the proposed development will enhance pedestrian connectivity through the provision of new paths and footways. Between the blocks of housing there is a proposed network of footways that connect through the site and provide direct access from parking areas.	Yes
Citywide Development Control Policy DC26.1	This policy states that in the interest of reducing the impact of noise on people living and working in, or visiting the City, the Council will consider: a. the effect of new development proposals which are likely to be generators of noise; and	Yes

	b. the implications of new development being exposed to existing noise sources which are effectively outside planning control. This application is supported by a Noise and Vibration Impact Assessment, contained within the ES, which demonstrates that the proposed development is entirely acceptable in noise terms. Best practice measures will be applied during the construction phase of the development to minimise construction noise and vibration and at the completed development stage, in order to mitigate potential impacts from fixed plant equipment noise, plant noise limits will be set to ensure that no significant adverse impacts on existing or proposed receptors are experienced.	
Citywide Development Control Policy DC26.2	This policy states that new noise sensitive developments such as housing 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. This application is supported by a Noise and Vibration Impact Assessment, contained within the ES, which demonstrates that the proposed development is entirely acceptable in noise terms. Best practice measures will be applied during the construction phase of the development to minimise construction noise and vibration.	Yes

Appendix XI

Affordable Housing Statement

Planning approval reference XXXXX

Affordable Housing Statement for land at Collyhurst Village

Date January 2021

1. This Affordable Housing Statement has been prepared in support of the development of land at **Collyhurst Village, Manchester** shown for the purposes of identification only edged red on the Plan in Schedule 1.
2. The statement addresses the provision of relevant affordable housing consideration in light of national and local policy. The affordable housing shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework (or any future, equivalent guidance that replaces it).
3. This statement shall include details of:
 - i the type, tenure and location of the affordable housing provision, which shall consist of not less than 100no. units;
 - ii the arrangements for the transfer of the affordable housing to a registered provider or the management of the affordable housing if no registered provider is involved;
 - iii the arrangements to ensure that such provision is affordable for both the first and subsequent occupiers of the affordable housing, subject to any statutory right to buy;
 - iv the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
4. The following information is provided in respect of each of the criteria:
 - i. **The scheme comprises of the following tenure and unit mix**

Table 1: Affordable Housing Tenure & Unit Mix

Affordable Housing Tenure	Total	Apartments						Houses		
		1B2P	2B3P	2B4P	3B5P	2B3P Duplex	3B5P Duplex	3B5P	4B6P	5B7P
Social Rented Housing Units	100	18	38	2	2	12	4	16	7	1

5. The location of the affordable housing plots for the purposes of identification only is show [highlighted yellow] on the accompanying drawing in Schedule 2. As identified at Table 1, all affordable housing units are to be social rented tenure.

ii. **Arrangements for the transfer of the affordable housing to a Registered Provider**

6. Far East Consortium are to construct the properties on behalf of Manchester City Council, who are a Registered Provider. Following handover of the completed units, the Registered Provider will own and manage the units and be responsible for their future lettings and maintenance.

iii. **The arrangements to ensure that such provision is affordable for both the first and subsequent occupiers of the affordable housing**

7. In terms of affordability the following applies:

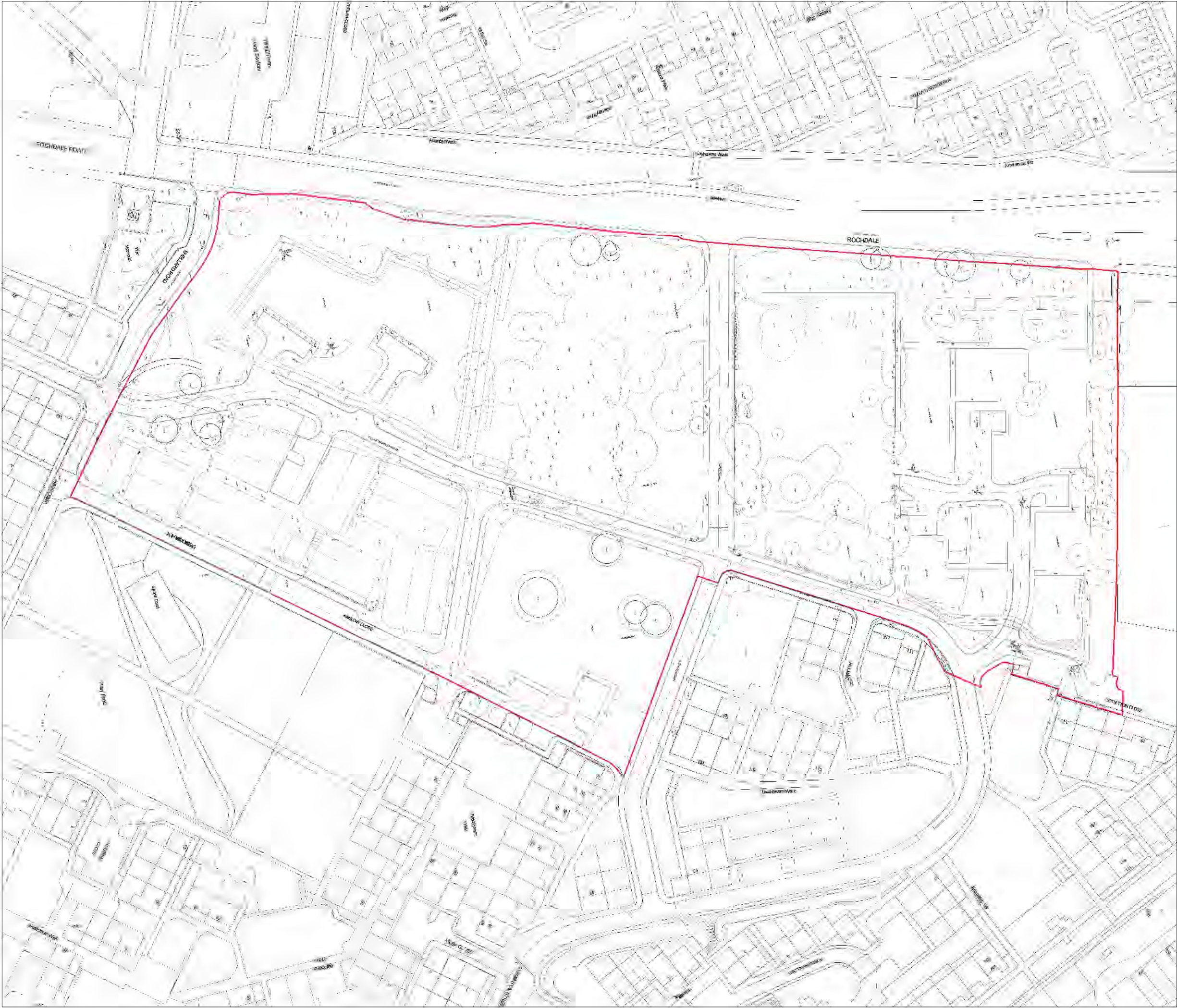
- The affordable housing will be let at Social Rent levels which will be determined for each property type using the National Rent Setting Formula.
- The disposal of the affordable rented properties to an affordable housing provider (Manchester City Council) will ensure that those units remain affordable in perpetuity, unless disposed of under an affordable housing provider's statutory obligation of right to buy or acquired and subject to mortgagee exemptions.
- To use reasonable endeavours where possible, unless otherwise required by the Regulator, to use any Right to Buy, Receipts towards the provision of affordable housing within the Administrative Boundaries of Manchester.

iv. **The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria should be enforced**

8. The occupancy criteria for the Social Rented tenure units will be as follows:

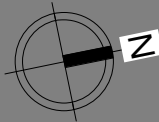
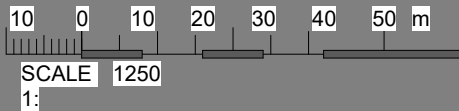
- Manchester City Council will have 100% nominations on first lettings and also subsequent lets through the agreed common allocations framework for affordable rented units.
- Lettings will be through the Manchester Move system and allocated as per the allocations policy, or any local lettings policy agreed by Manchester City Council. This is likely to focus on achieving a mix of residents in the scheme to create a balanced and sustainable community.

Schedule 1



Note:
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Site Boundary



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Project Title Collyhurst Village
Client FEC and MCC
Location Manchester

Drawing Title Existing Site Location Plan

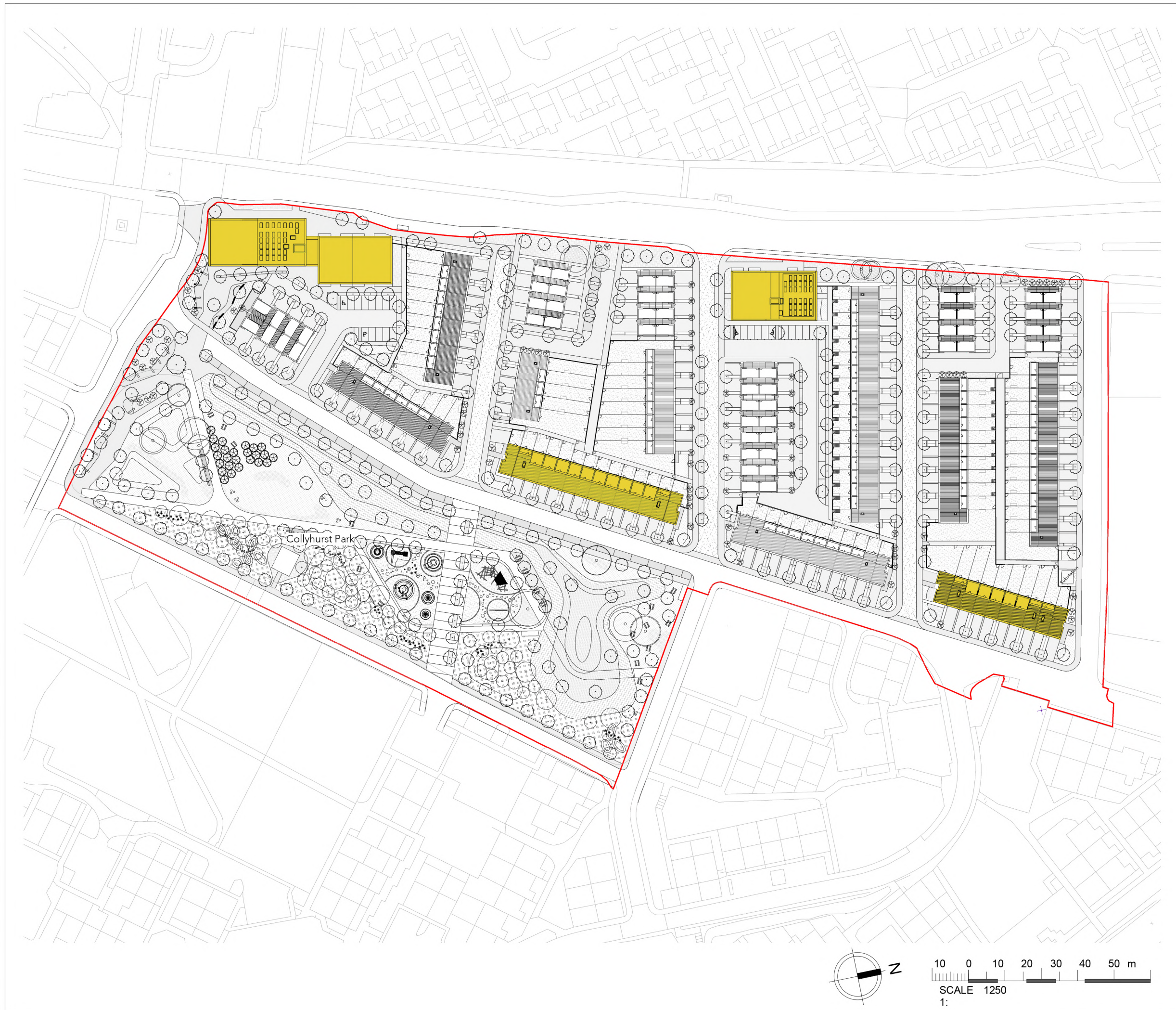
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Job No: 8871 Status PLANNING

Project: Origin: Zone: Level: Type: Disc: Number: Rev:

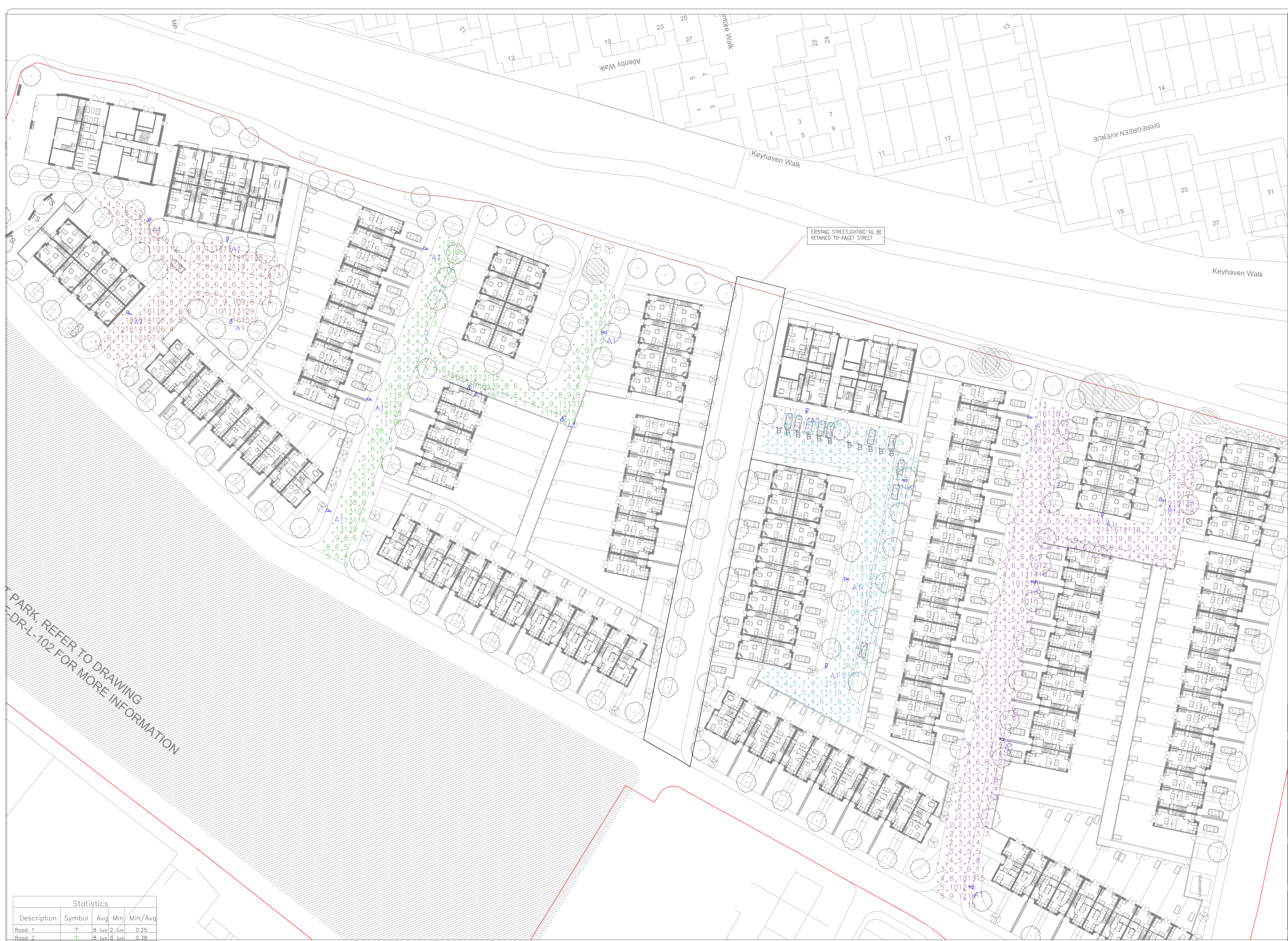
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Schedule 2



Appendix XII

External Lighting Layout Plan



- Notes:**
1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
 2. Do not scale this drawing - check all dimensions on site.
 3. This drawing shall be read in conjunction with the project specifications and all other contract documentation.
 4. All dimensions are in millimetres unless otherwise stated.

NOTES:

The lighting designs for the roads have been carried out with BS EN 13201:2015 considered. Lux levels across the site meet the requirements set out in this standard roadways in typical residential areas. The illuminance levels will provide users to perform outdoor visual tasks efficiently and accurately. As this area is a residential area the lighting levels the luminaires selected in the design are dedicated streetlighting optics which will look to limit the amount of light on any properties where possible. Further mitigation strategies could be used such as backlight shields and dimming should any issues arise.

PARK. REFER TO DRAWING
DR-L-102 FOR MORE INFORMATION

P3	27.01.21	PRELIMINARY ISSUE	KH
P2	16.12.20	PRELIMINARY ISSUE	KH
P1	19.05.20	PRELIMINARY ISSUE	KH
Rev:	Date:	Status/Amendments:	By:



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TEL: 0161 434 3103 EMAIL: office@wece.co.uk

Client:

FAR EAST CONSORTIUM

Project:

COLLYHURST HOUSING
MANCHESTER

Drawing Title:

ELECTRICAL SERVICES
EXTERNAL LIGHTING LAYOUT
VILLAGE SITE

Drawn By:	Checked By:	Cad By:
KH	DW	KH
Scale:	Paper Size:	Date Created:
1:400	A1	07 / 05 / 2020
Drawing Number:	Drawing Revision:	
WECE / 250 / E / 01	P3	

Statistics				
Description	Symbol	Avg	Min	Min/Avg
Road 1	+	8 lux	2 lux	0.25
Road 2	+	8 lux	3 lux	0.38
Road 3	+	6 lux	2 lux	0.33
Road 4	+	6 lux	2 lux	0.33

Schedule					
Symbol	Label	Quantity	Catalog Number	Description	
	A1	20	Holophone SLI.2.LA034.R2.W023	Column Mounted @ 6m	Lumen Output: 3267, Wattage: 23

Contact Details

Enquiries

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Avison Young is the trading name of GVA Grimley Limited

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