

RED BANK OUTLINE PLANNING APPLICATION

Planning Statement

April 2023



Far East
Consortium



Planning Statement

Red Bank, Victoria North, Manchester

Outline Planning Application for Residential-Led Mixed-Use Development

April 2023

Contents

1.	Introduction	3
2.	The Applicant.....	14
3.	Scheme Benefits	16
4.	Site and Surroundings.....	20
5.	The Proposed Development	26
6.	Planning Policy Framework	39
7.	Residential-Led Development.....	48
8.	Commercial and Social Infrastructure	56
9.	Blue and Green Infrastructure Statement.....	65
10.	Environmental and Technical Considerations	68
11.	Section 106 Draft Heads of Terms, Phasing and Conditions	75
12.	Summary and Conclusions.....	79

Appendices

Appendix I	Schedule of Supporting Documents and Drawings
Appendix II	Pre-Application Engagement
Appendix III	Site Location Plan
Appendix IV	Planning History
Appendix V	Development Specification
Appendix VI	Policy Schedule

Report title: Planning Statement

Status: Final

Draft date: 21 April 2023

For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Planning Statement has been prepared by Avison Young (AY) on behalf of Northern Gateway (FEC) No.11 Limited ('FEC') (hereafter referred to as the 'Applicant') in support of a proposed residential-led mixed-use development on land at Red Bank, Victoria North, Manchester. The proposed development is located on an area of land to the north-east of Victoria Station, north of Dantzic Street/ Collyhurst Road, and to the south of Red Bank. It is immediately adjacent to Manchester City Centre and is referred to as 'Red Bank Neighbourhood' (hereafter referred to as the 'Site').
- 1.2 The proposal relates to part of Victoria North (formerly known as Northern Gateway), a regeneration scheme which aims to deliver up to 15,000 new homes and social and physical infrastructure on approximately 155 hectares of land between Victoria Station and Queens Park. Seven interconnected neighbourhoods are proposed as part of the Victoria North regeneration project and the proposed development relates to land within the Red Bank area controlled by the Joint Venture (JV) Partnership between FEC and Manchester City Council ('MCC').

Victoria North

- 1.3 In April 2017, MCC appointed FEC as its Joint Venture investment and delivery partner, to accelerate the delivery of the Victoria North opportunity. This appointment was the conclusion of an international marketing exercise that commenced in April 2016. Since making this appointment, in February 2019 MCC approved the Northern Gateway Strategic Regeneration Framework (SRF), which provides an updated vision, core objectives and development framework to guide the regeneration of Victoria North with a focus on the provision of housing and supporting infrastructure investment. The SRF is a material consideration in the determination of all future planning applications in the area.
- 1.4 The SRF states that Victoria North is a unique opportunity to deliver transformational regeneration on an unprecedented scale in Manchester and help to fulfil its potential as a truly innovative, sustainable and world-class city. The regeneration of this area to the north-east of the City Centre has the potential to unlock significant residential-led development that will positively contribute to the growth of Manchester and the wider city region. Victoria North is one of the UK's largest residential-led regeneration schemes and a unique opportunity to deliver 15,000 new homes and a world-class City River Park for Manchester.

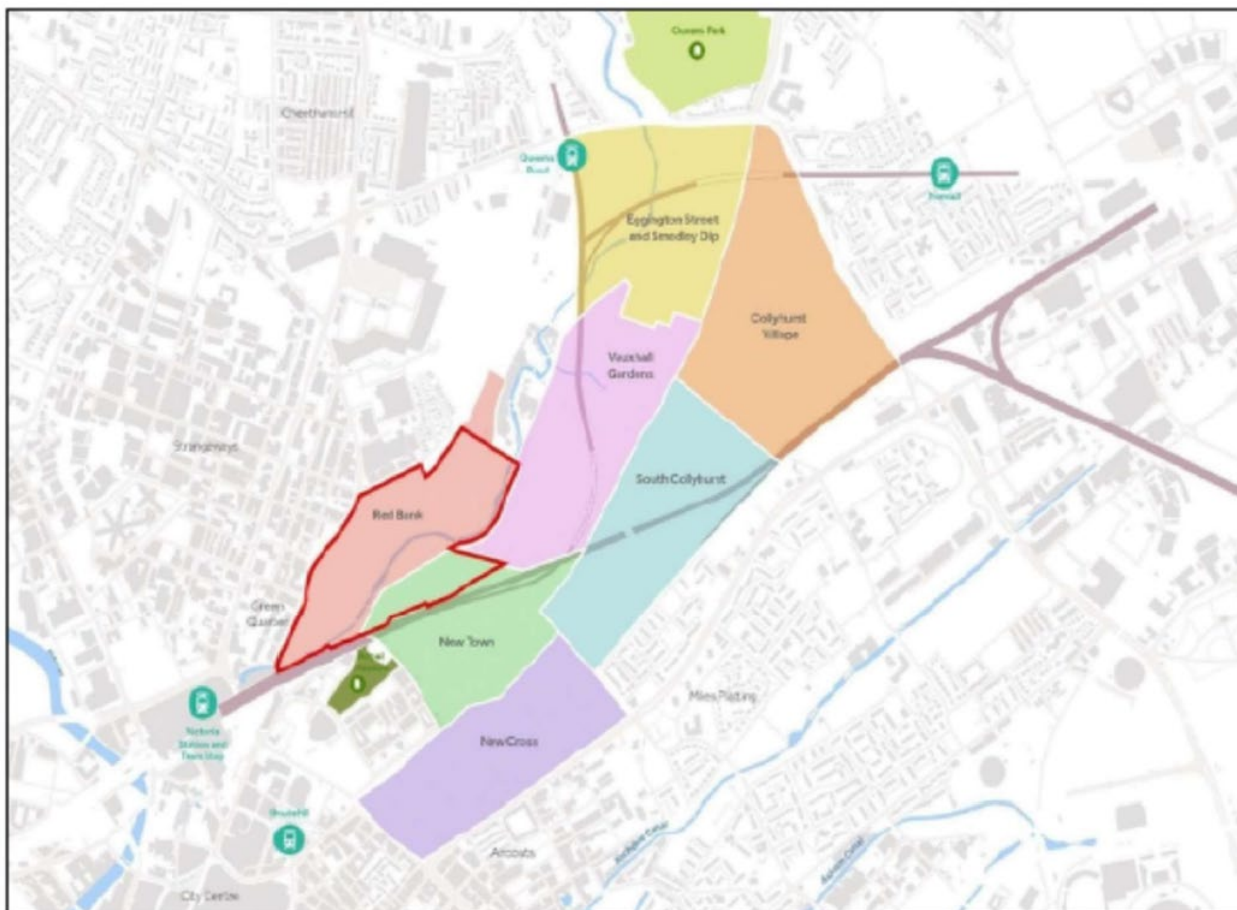


Figure 1.1: Neighbourhoods of the SRF with red line to indicate the Initial Development Area

Initial Development Area

- 1.5 Figure 1.1 presents the extent of the area related to the Victoria North initiative, inclusive of the seven neighbourhoods identified within the SRF and an 'Initial Development Area' (the red line imposed on Figure 1.1). This Initial Development Area comprises land owned/ controlled by FEC, MCC and third-party landowners, and has been identified by the JV as having the potential to deliver an estimated 5,500 residential units across 21 housing development plots, of which c. 4,800 units will be delivered on land owned/ controlled by the JV.
- 1.6 The development project on land owned/ controlled by the JV, known as the Red Bank Neighbourhood, will make an important contribution towards the delivery of the wider SRF vision, comprising a strategic scale of development covering an area of approximately 20 hectares within the Lower Irk Valley.

Infrastructure Funding and Consented Works

- 1.7 The JV has secured £51.6 million from the Government's Housing Infrastructure Fund (HIF) to help unlock the housing potential at Red Bank. The funding will be used to address a series of up-front infrastructure requirements to support the delivery of the new homes and green spaces at Red Bank.

Alongside the delivery of the HIF infrastructure works, JV investment is focused on plot development and housing delivery, whilst also addressing challenges/ opportunities in adjoining neighbourhoods to ensure the delivery of the wider Victoria North Initiative, in accordance with the aspirations and timescales of the SRF.

- 1.8 The infrastructure and enabling works proposed by MCC, and the plot development on land controlled and owned by FEC and MCC at Red Bank and New Town plots to the south of Dantzic Street and north of the railway viaduct (also within the Initial Development Area) constitutes the “development project”. Due to the HIF funding and programme requirements, it was decided to approach the delivery of this development project by progressing a series of planning applications.
- 1.9 This outline application is the fourth planning application submitted at the site, but the first application submitted by FEC. The application follows the previous grant of planning permissions obtained by MCC for the HIF works. The three consented HIF applications are listed below:
- Application 1: MCC Reference: 132252/VO/2021- City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood. Granted 23 December 2021.
 - Application 2: MCC Reference: 133143/VO/2022- City Council Development for the creation of development platforms, including remediation and earthworks, and change in site levels, to allow delivery of future residential-led development at the Red Bank Neighbourhood, together with the construction of a new road and priority junction from Red Bank, new drainage infrastructure, utility and services connections and diversions, preparatory tree and shrub clearance, and demolition of certain existing structures, along with the creation of new and improved green infrastructure and landscaping including the improvements of St Catherine's Wood to form part of a City River Park, and other associated works. Granted 14 July 2022.
 - Application 3: MCC Reference: 135190/VO/2022- City Council Development for utility and services connections and diversions to Dantzic Street, Dalton Street and Collyhurst Road associated with the delivery of future residential-led development at the Red Bank Neighbourhood, Victoria North. Granted 8 December 2022.

Red Bank Neighbourhood Illustrative Masterplan

- 1.10 Maccreeanor Lavington Architects and Schulze + Grasso Urban Designers have been commissioned by FEC to produce a cohesive Illustrative Masterplan for Red Bank. The masterplan area is included at Figure 1.2 below.



Figure 1.2: Red Bank Illustrative Masterplan Boundary

- 1.11 The Illustrative Masterplan, an image of which is included at Figure 1.3, is based on a series of site wide strategies. The overarching vision for Red Bank is to create a community through the development of thriving neighbourhoods which will provide new homes for a diverse mix of people, alongside the long-term infrastructure to help these communities to develop sustainability. In addition to showing FEC's proposed residential led mixed use development on the development plots, the Illustrative Masterplan also identifies MCC's intentions for Red Bank and shows the HIF enabling and infrastructure works and new park at St Catherine's Wood which have been granted full planning permission under Applications 1 and 2.

1.12 The plans for the Red Bank Masterplan area include:

- Up to 4,800 new homes across a range of tenure types and sizes, including affordable homes, set within high quality public realm;
- The Masterplan provides for 5 hectares of new or improved green space which includes MCC's intentions for a new park at St Catherine's Wood. As part of Application 2, MCC secured planning approval for the new park which is excluded from the outline application;
- New commercial, social and community facilities;
- New walking and cycling routes to improve connections between neighbouring communities; and within Red Bank itself;
- Improvements to the River Lrk on JV controlled land to enhance the river environment;
- A new sustainable neighbourhood enabling zero carbon.



Figure 1.3: Red Bank Neighbourhood Illustrative Masterplan

Red Bank Outline Planning Application

- 1.13 This Planning Statement relates to the outline planning application at Red Bank, which is submitted with all matters reserved, and forms part of the JV Partnership's first phase of residential-led mixed-use development in the Red Bank Neighbourhood.
- 1.14 This follows on from FEC's previously consented scheme at Victoria Riverside (LPA ref: 126944/FO/2020) in the New Town area, which is currently under construction. This outline planning application covers an area extending to 11.21 hectares (27.7 acres) on land north of Dantzig Street. The boundary for this outline application is shown at Figure 1.4 below.

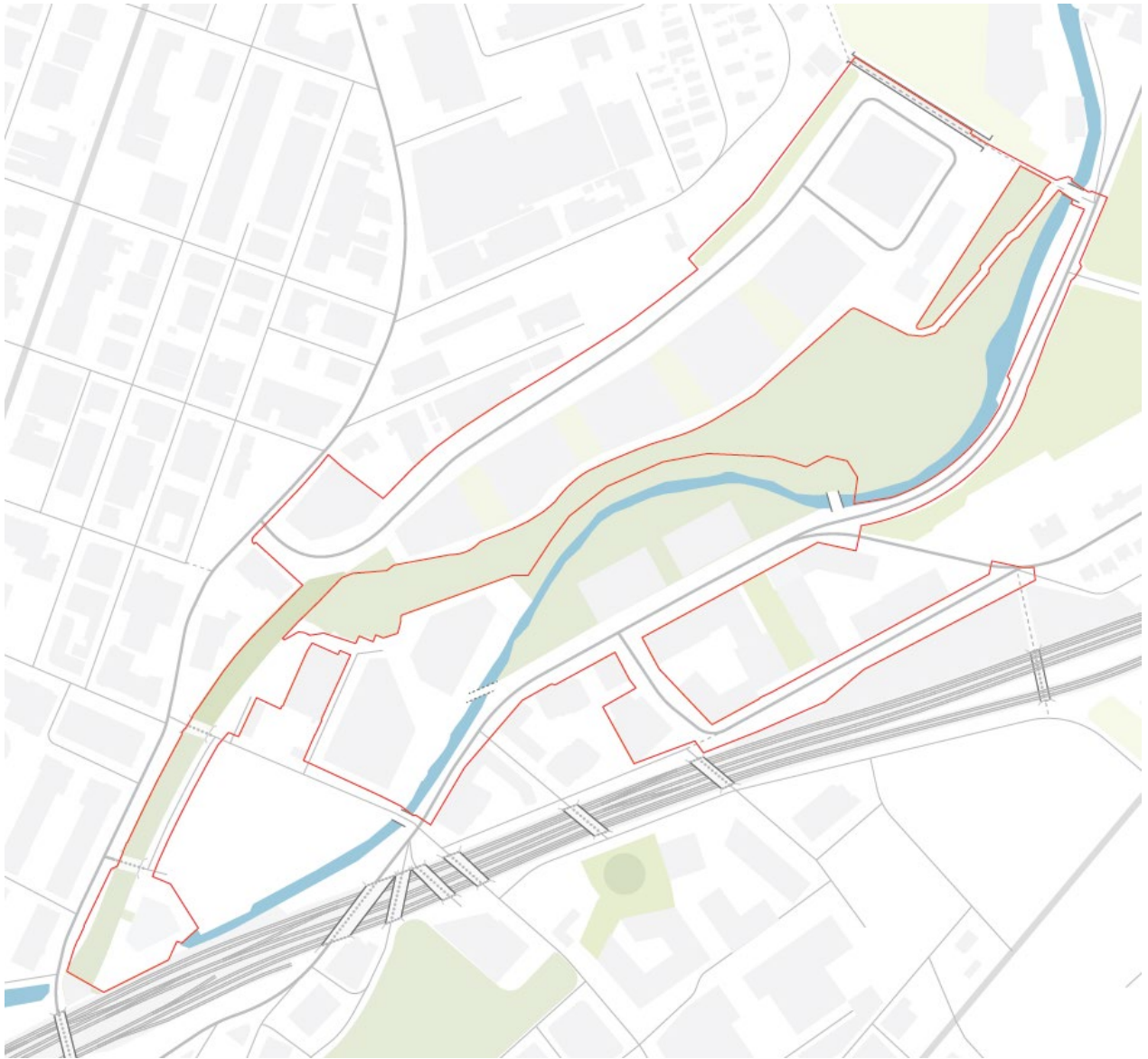


Figure 1.4: Outline application boundary

1.15 This application seeks outline consent, with all matters reserved, for the following elements:

- Up to 3,250 residential units (Use Class C2 and C3);
- Up to 6,300m² GIA non-residential development (across uses E, F and Sui Generis);
- Up to 3,250m² GIA clubhouse residential amenity buildings;
- Up to 3,250m² GIA health centre uses (Use Class E);
- Up to 2,750m² GIA primary school use (Use Class F1(a));
- Car parking and cycle storage provision, comprising 1 cycle parking space per dwelling (up to 3,250) and 12% car parking provision.

1.16 The detailed description of development set out on the application forms reads:

'Part full planning application proposing the demolition of existing buildings and structures and part outline planning application (with all matters reserved) for the erection of a phased residential led mixed use development across severable plots comprising residential (Use Classes C3 and C2); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works'.

1.17 This Planning Statement 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 ("NPPF") (July 2021).

Relationship to Separate Full Planning Application on Land South off Dantzic Street

1.18 Concurrently to the outline application's submission, a separate but inter-related full planning application is being submitted by FEC for residential-led development on three plots of land to the south of Dantzic Street and north of the railway viaduct, known as plots NT02, NT03 and NT04. The residential scheme will provide a total of 1,551 apartments and townhouses and will be supported by residents' amenity space within a 'clubhouse', together with flexible non-residential uses at lower levels which could provide commercial, social and community uses. The full application site has an area of 2.81 hectares and is located to the south of Dantzic Street adjacent to the outline application Site. Figure 1.5 below shows the boundary of the New Town NT02-NT04 full application.

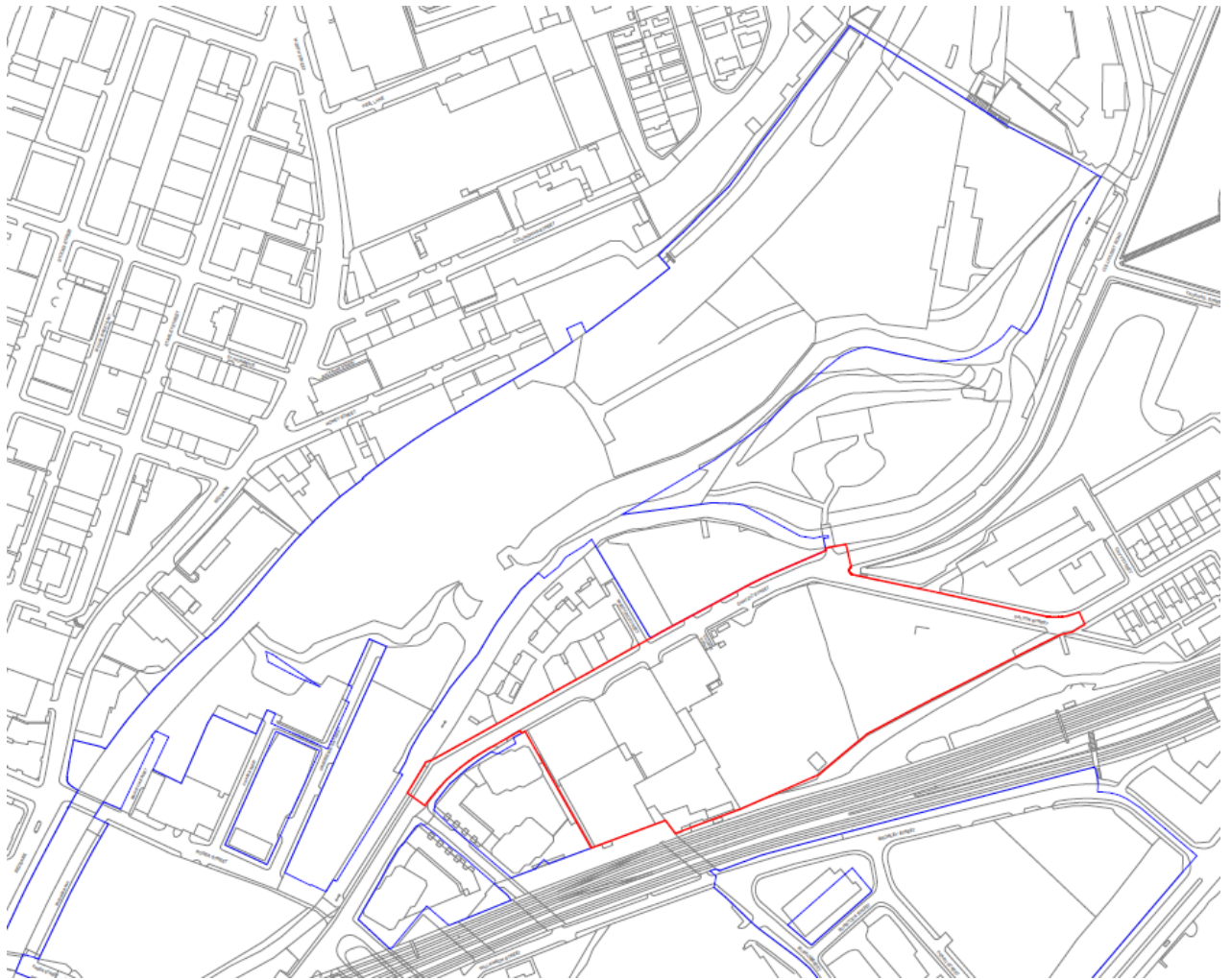


Figure 1.5: NT02-NT04 Application Boundary

Red Bank Outline Application Submission Documents and Environmental Impact Assessment

- 1.19 The outline planning application is submitted with a comprehensive suite of supporting documents, the scope and extent of which have been agreed with MCC. The suite of supporting documents are listed in the schedule at **Appendix I**.
- 1.20 A suite of planning and landscape drawings prepared by Maccreanor Lavington and Schulze + Grassov (also listed at **Appendix I**) is also submitted. These include a Location Plan, Existing Site Plan, Demolition Plan, Illustrative Layout Plan and a set of Outline Parameter Plans. It is important to note that the Location Plan, Existing Site Plan, Demolition Plan and Outline Parameter Plans are submitted for approval, whilst other plans are submitted for illustrative purposes only and are not for approval. The intended planning status of each plan is identified on the Drawing List.

- 1.21 Regulation 6 of the 2017 EIA Regulations makes provision for a developer to request a 'Screening Opinion' from the Local Planning Authority (LPA) to ascertain whether an EIA is required if a development is classed as a Schedule 2 development. This decision is based on the likelihood of significant environmental effects arising in relation to the development proposals.
- 1.22 The proposed development covers an area of approximately 11.21 ha. As such, it is above the threshold for EIA in respect of Schedule 2, Category 10 (Subsection (B) 'Urban Development Projects') of the EIA Regulations. It has been agreed with MCC that an EIA is prepared to accompany this planning application. Accordingly, an Environmental Statement is submitted which includes technical chapters relating to:
- Chapter 6 – Townscape and Visual
 - Chapter 7 – Ecology and Nature Conservation;
 - Chapter 8 – Archaeology and Cultural Heritage;
 - Chapter 9 – Ground Conditions;
 - Chapter 10 – Flood Risk and Drainage;
 - Chapter 11 – Transport and Access;
 - Chapter 12 – Air Quality and Dust;
 - Chapter 13 – Noise and Vibration;
 - Chapter 14 – Daylight, Sunlight and Overshadowing;
 - Chapter 15 – Wind Microclimate;
 - Chapter 16 – Socioeconomics
 - Chapter 17 – Health and Wellbeing; and
 - Chapter 18 – Climate Change.

Pre-Application Engagement

- 1.23 The proposed development has been subject to a comprehensive exercise of pre-application engagement, undertaken with the Council, key stakeholders, and the local community. A summary of the pre-application discussions undertaken to date is enclosed at **Appendix II**. The exercise included:
- Pre-application discussions undertaken with the local planning authority;
 - Extensive public consultation undertaken in four separate progressive stages in October 2021, December 2021, October 2022 and February 2023. The Applicant's consultation strategy sought

to draw together the different aspects of the project being progressed through separate planning applications being submitted by the JV in order to create a cohesive and easy-to-follow consultation process.

- Engagement with Places Matter as part of a comprehensive Design Review Panel process.
- Comprehensive community and stakeholder mapping including discussions with elected political representatives, directly affected nearby residents, key local organisations and other local businesses and residents.

1.24 A diagram showing the timeline of consultation activities associated with the scheme proposals is included at Figure 1.6 below.



Figure 1.6: Diagram showing the timeline of consultation activities.

1.25 The following section of this Planning Statement provides background to the Applicant.

2. The Applicant

- 2.1 FEC is a leading property company which specialises in property development, hospitality and commercial ventures across mainland China, Hong Kong, Singapore, Malaysia, Australia, New Zealand and the United Kingdom. Listed on the Hong Kong stock exchange since 1972, the company brings over forty years' experience operating in Asia Pacific region. Since 2011, FEC has invested heavily in its UK and mainland Europe developments. The Group currently has over £600m committed expenditure allocated to its various UK sites.
- 2.2 FEC were selected as MCC's delivery and investment Partner in 2017 to work together to deliver the regeneration of the Northern Gateway; a site totalling 155 hectares to the north of the City Centre. As part of the Joint Venture, FEC and MCC have worked closely with local stakeholders to establish a Vision and Masterplan for Victoria North, formerly referred to as the 'Northern Gateway', which is set out in the Northern Gateway SRF. FEC have also invested over £20 million in the acquisition of additional strategic land holdings and the partners jointly funded an application to Government for Housing Infrastructure Funding (HIF). In March 2020 the project was awarded £51.6m from the HIF programme to unlock development within the Red Bank and New Town neighbourhoods which are being delivered by MCC.
- 2.3 FEC completed their first residential schemes in Manchester at the £235 million MeadowSide Development (LPA Ref: 116366/FO/2017) in 2021. MeadowSide is set to create 756 homes and is part of the N.O.M.A regeneration scheme, and Plots 2, 3 and 5 of the development have already been built. Further to the MeadowSide development, FEC have also secured planning consent for four other developments in Manchester including:
- Victoria Riverside: LPA ref: 126944/FO/2020 - Erection of a residential-led mixed use development comprising 3 no. towers (37, 26 and 18 storeys) and podium levels (6 storey) to form 634 residential apartments and townhouse accommodation (Use Class C3) together with commercial accommodation (1222 sqm) (Use Classes A1,A2,A3,A4,A5,B1, D1 and D2)); with associated residential amenity areas, refuse storage, plant (including substation), car parking, cycle storage, landscaping and new public realm including the re-instatement of Bromley Street and other associated works. Works on site to build this development are underway.
 - Collyhurst Phase 1: LPA Ref: 129393/VO/2021 - Erection of 168, three and four storey dwellinghouses (Use Class C3a) and two, five and six storey apartment buildings to form 76 residential apartments (Use Class C3a) with associated ground floor flexible commercial unit (162 sqm) (Use Class E); and the creation of a new public park; all with associated car and

parking, refuse storage, landscaping, public realm and other associated works and infrastructure following demolition of 29 existing residential dwellinghouses, the Collyhurst Village Store and associated car parking. Works on site to build this development are underway.

- South Collyhurst: LPA Ref: 130514/VO/2021 - Erection of 14 three storey dwellinghouses (Use Class C3a) and a four storey building comprising 16 residential apartments (Use Class C3a); highways improvements, including the formation of a new road, extension of Kingsfold Avenue including the formation of on-street car parking spaces, formation of new pavements and re-surfacing of existing roads; and associated car parking; cycle and refuse storage; landscaping; public realm; and infrastructure.
- New Cross Central: LPA Ref: 12488/FO/2019 – Erection of a 6-9 storey residential building (Use Class C3) comprising 80 no. dwellings including 9 no. townhouses and 71 no. apartments with residents lounge, refuse, plant, new substation, cycle storage, an internal landscaped courtyard and improvements to the adjacent footways on Marshall Street, Chadderton Street, Addington Street and Cross Keys Street and other associated works following removal of existing car park.

2.4 The following section of this report sets out the extensive economic, social and environmental benefits that will be delivered by the development.

3. Scheme Benefits

- 3.1 The residential-led mixed use development will provide for up to 3,250 dwellings and supporting commercial, social and community infrastructure and will deliver a suite of substantial economic, social and environmental benefits.
- 3.2 The overarching policy objective of the NPPF is the presumption in favour of sustainable development. The NPPF at Paragraph 8 indicates that there are three overarching objectives to sustainable development: economic, social and environmental. An assessment of the proposal against the three overarching objectives of sustainable development, as defined in the NPPF, is provided below.

Economic

- 3.3 The proposed development will contribute to building a strong, responsive and competitive economy. In particular, the Socio-Economics Chapter 16 of the submitted ES identifies that the social and economic outcomes from the proposed development are:
- Generation of both temporary and full-time equivalent construction jobs, including higher skilled professionals and lower skilled jobs. These jobs will be recruited for in accordance with an agreed Local Labour Agreement;
 - The demolition and construction phase will generate 4,640 net additional temporary construction jobs over the construction period, of which 1,362 could be taken up by residents in the Manchester City Council authority area;
 - These temporary construction jobs would generate £56.8 million in GVA to the regional economy (of which £16.7 million would be generated in the MCC District economy);
 - Provide investment into the local area through local job creation and supply chain linkages. The Development would result in a maximum additional population of 6,066 residents. The Development would also expect to support up to 657 net additional jobs regionally, of which 193 would be located in MCC. This would generate up to £24.2 million GVA at the regional level (of which £11.1 million would be generated in the MCC district economy);
 - The development would provide a catalyst for further investment and development within the local area, and unlocking the area's potential as part of the wider Victoria North regeneration scheme in accordance with the Northern Gateway SRF;

- Residents of the Development would be anticipated to generate annual net expenditure of £44.1 million per annum within the district economy and £5.7 million per annum in additional Council Tax receipts for MCC.
- Job creation through the non-residential elements of the scheme, including a school and healthcare facility, which will draw people to this location providing further economic benefits that will feed back into the wider system and community. The development could create up to 620 operational jobs which would be retained for the lifetime of these uses; and
- Generate increased spending in the local area through the (up to) 3,250 new dwellings, which will subsequently support job creation and support local businesses. The Socio-Economic chapter of the Environment Statement suggest this to be in the region of £58.8 million per annum in household expenditure.

Social

3.4 The proposed development will support the creation of a strong, vibrant and healthy community. In particular, the proposed development will:

- Contribute to the delivery of one of the UK's largest and most ambitious urban regeneration projects, Victoria North, in accordance with Manchester Core Strategy Policy SP 1;
- Deliver a well-designed residential scheme of up to 3,250 new homes to provide much needed housing which will meet a demonstrated need, in accordance with Policy H 1. The provision of up to 3,250 net additional units is equivalent to 90% of MCC's annual delivery target of 3,600 units per year (2022 – 2032) in the Manchester Housing Strategy 2022-2032;
- Provide affordable homes, where evidenced to be financially viable in accordance with Policy H 8 which would make a positive contribution to an identified affordable housing need;
- Bring back into use an important strategic site in very close proximity to the City Centre, enhancing the environment through the delivery of high quality new built development to the area and providing comprehensive high quality landscaping, tree planting and public realm, in accordance with Policy EN 9 of the Manchester Core Strategy;
- Be designed to promote opportunities for interactions between neighbourhoods and to contribute towards the emerging Victoria North community in accordance with the Northern Gateway SRF;

- Consider community safety in the design, layout, and management of the development, in accordance with Policy DM1 of the Manchester Core Strategy;
- Provide a wide range of housing typologies and tenures to cater for the various needs of society such as build to rent, later living and affordable housing.
- Up to 2,750 sqm GIA of primary school uses are proposed which is anticipated to comprise a one form-entry (1FE) primary school of around 210 places. Providing a primary school on-site which would assist in meeting sustainability objectives in promoting active transport to and from school.
- Deliver a sustainable development which is well located next to shops, local services, jobs, transport links in accordance with Policy SP 1 of the Manchester Core Strategy. Additionally the provision of high quality non-residential uses and active frontages in key locations of the site is critical to the development of a high quality sustainable neighbourhood and place-making; and,
- Attract new residents to the area which will broaden the skills base to local employers and potentially benefit local businesses.

Environmental

3.5 As demonstrated within the accompanying technical reports, the proposed development will positively benefit the natural environment. In particular, the proposed development will:

- Redevelop an under-utilised land resource of a strategic scale to deliver high quality development to meet an identified need within the City.
- Make significant improvement on a heavily contaminated brownfield site.
- Deliver the regeneration of a prominent site which is earmarked for comprehensive redevelopment, greatly improving the area's appearance and streetscape through the creation of high quality places with significant levels of new green infrastructure, public realm and landscaping;
- Deliver a scheme which ensures an efficient mix of land uses whilst taking into account key site considerations and opportunities;
- Provide new and improved green landscaped areas including private and communal gardens, in accordance with Manchester Core Strategy Policy EN 9;

- Retain existing trees where possible and provide extensive new planting scheme, including substantial amounts of high quality soft landscaping and tree planting, in accordance with Policy EN9;
- Will have a significant positive benefit for protected species, in accordance with Manchester Core Strategy Policy EN 15. The vision for the proposed development is Wild Urbanism which includes the creation of new habitats at the site, in order to provide in excess of 10% biodiversity net gain.
- Deliver homes in a sustainable location within close proximity to existing and future services and facilities as well as public transport infrastructure, which will reduce the need to travel by car. The scheme also incorporates cycle storage for all proposed dwellings and promote walking and cycling through provision of safe routes, in accordance with Policy T 1 of the Manchester Core Strategy; and
- Meeting Climate Change objectives by delivering the aspirations of an enabled net zero development. A comprehensive green and blue infrastructure strategy has informed the application proposals and sustainable building design and construction (including green and brown roofs, SUD's, wholly electric powered development including from renewable energy sources) is proposed in accordance with Policy EN 4 of the Manchester Core Strategy.

Summary

3.6 In summary, the proposed development represents a sustainable form of development on an underutilised site which will deliver a high quality, visually attractive development. The scheme proposals will deliver substantial economic, social and environmental benefits which have been clearly set out above. The following section describes the application site and its surroundings.

4. Site and Surroundings

- 4.1 This Chapter provides a detailed description of the application Site, its surrounding area, and planning history. Further details of the Site context including images of the land in its present state are contained within the submitted Design and Access Statement (DAS).

An Overview of the Application Site

- 4.2 The Site is irregular in shape and occupies approximately 11.21ha (27.7 acres) of land to the east of Red Bank Road, Manchester. The Site Location Plan is presented at **Appendix III**, and an extract is included at Figure 4.1 below outlining the extent of the application Site boundary.

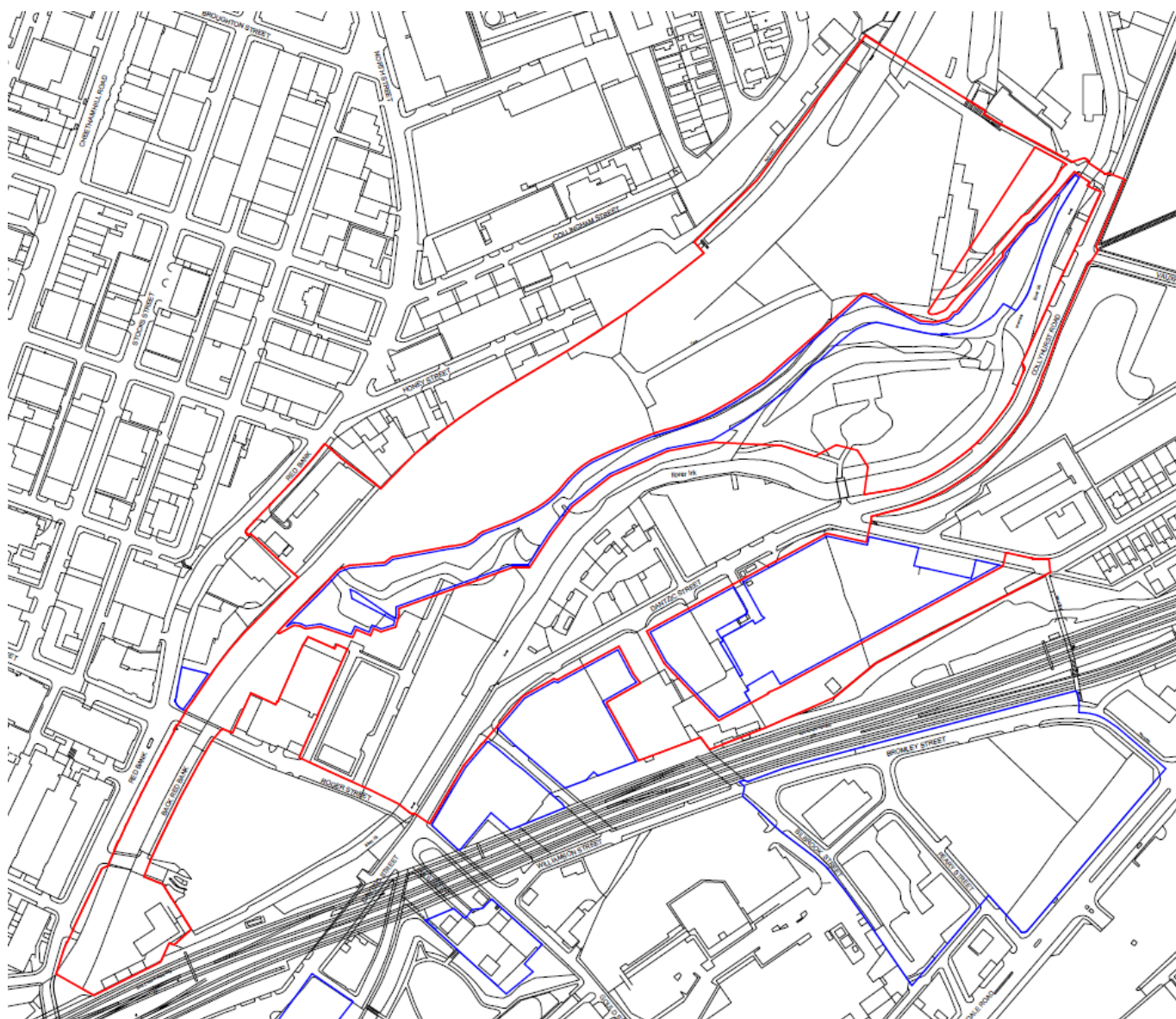


Figure 4.1: Site Location Plan

- 4.3 As previously described the Site is located within the Initial Development Area, and within the Red Bank and New Town Neighbourhood proposed by the SRF. The Red Bank Neighbourhood stretches from the edge of the Green Quarter in the south-west up to Collyhurst Road in the north-east.
- 4.4 The Site is bound to the north by existing commercial and industrial uses. To the north-east is the HMG Paint and P&P complex boundary. To the east, the Site is bound by Collyhurst Road and an area of open greenspace. To the south, it is bound in part by Dantzic Street and the elevated railway line into Victoria Station, and the emerging Victoria Riverside development. To the south-west, the Site is bound by an area of hardstanding currently in-use as a car park. To the west, it is bound by Red Bank (existing highway), along which is a residential neighbourhood consisting of a number of mid-rise buildings.

The Application Site's History

- 4.5 The Victoria North site has a legacy of more than 150 years of industrial uses and Victorian and pre-Victorian infrastructure, with modified waterways, significant operational and redundant rail infrastructure, limited sewerage, water, electricity, and gas infrastructure, and contaminated sites associated with textile manufacturing and other heavy industries.
- 4.6 Historically the area was used as railway sidings, following the route of the former Prestwich Branch of the Lancashire and Yorkshire Railway, which started at Victoria Station to the south-west before heading north-east. This is now disused and forms a plateau above the River Irk valley to the south-east. Historical mapping shows how the River Irk was manipulated to create multiple waterways for its industrial usage to power mills. However, the artificially created waterway disappeared in the late 19th century as the neighbouring railway was developed. In the mid to late 20th century, residential and school buildings were developed on the site.
- 4.7 It is understood that the use of the railway line ceased in the 1950s or early 1960s and the site has been vacant and unused for a significant period of time. Following the demolition of the railway sidings, industrial buildings and residential buildings that once occupied the site, self-seeded vegetation took hold and screened the part of the site's past, namely those plots along the Plateau (Plots RB06, RB07, RB16, RB17 and RB10), from view.

The Application Sites Description

- 4.8 The outline planning application site is divided into the following areas:
- Red Bank Plateau;
 - Red Bank Viaduct;

- New Town.

4.9 Figure 4.2 below shows the extent of these areas, shaded grey, red and blue respectively.



Figure 4.2: Outline planning application area

4.10 It should be noted that, as shown in Figure 4.2, both St Catherine's Wood and the New Town Plots (NT02-04 and Victoria Riverside) are outside of the outline application sites red line boundary.

Red Bank Plateau

4.11 The north of the site is characterised by Red Bank viaduct and former railway sidings. It comprises a cleared post-industrial site. To the north-east of the site is extensive open hardstanding. Red Bank Plateau is bound to the east by Barny's Steps, to the south by St Catherine's Wood, which has planning permission for a park secured by MCC under Application 2, and to the north by Red Bank.

Red Bank Viaduct

- 4.12 To the south-west of the site is the Red Bank Viaduct area. This is the area of the site is closest to Manchester Cite Centre and is located to the south of the Green Quarter. In its current form this area is characterised by surface car parking and hardstanding. There is an existing commercial unit located in the site's western corner. The Red Bank Viaduct falls within the site area with some arches already occupied by important commercial uses. The area is bound by Red Bank to the north, the River Irk, Dantzic Street and the railway line to the east and south, and by the Green Quarter residential area to the west.

New Town

- 4.13 New Town includes land within the application site located south of St Catherine's Wood and the River Irk, and to the north of Dantzic Street. New Town also includes Victoria Riverside development site, and the NT02-NT04 development plots to the south of Dantzic Street. The majority of this area sits outside of the application save for land required to provide a safe excavation route from the New Town plots proposed within the outline application area which are within the flood zone. The existing New Town plots within the application site are bisected from north to south by Watford Street. To the west of Watford Street is an area of hardstanding which has been used as car parking and as a site for travellers in recent years. To the east of Watford Street is a former timber yard which is currently in use by the contractors for Victoria Riverside Travis Island is bound to the north by the River Irk and to the south by Dantzic Street.

The Application Sites Statutory Designations

- 4.14 This section comprises a desk-based assessment of the statutory designations and environmental considerations at the site. The application is supported by a suite of technical reports which assess each of these matters in greater detail.
- **Ecology** - The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SB1) or special protection areas (SPA).
 - **Flood Risk** - The site is located in Flood Zones 1, 2 and 3. It is also situated within the Manchester, Salford and Trafford Critical Drainage Area (CDA). The Cheetham Hill Junction Drain (an ordinary watercourse) and River Irk also runs through the site.
 - **Trees** – there are a number of trees at the site including some small, scattered broadleaved trees present along the Red Bank Viaduct and adjacent to the Network Rail railway line. All the scattered trees have been assessed as either Category B (moderate) or Category C (low) quality.

- **Landscape** - The site is not located in an Area of Outstanding Natural Beauty (AONB) or any other area designated for its landscape value.
- **Heritage** - The application site is not located within a Conservation Area and the site does not contain any listed buildings. There are 16 Grade II listed buildings and 1 Grade II* listed building within 500m of the site, the closest of which is the Grade II Listed Union Bridge, located on the south-eastern boundary of the site.
- **Air Quality** - The application site is not located within the Greater Manchester Combined Air Quality Management Area (AQMA). The AQMA is 150 metres from the development site, along Cheetham Hill Road.

Surrounding Area and Accessibility

- 4.15 The immediate Site surroundings are predominantly industrial in nature, however being in close proximity to Manchester City Centre, the Site is also close to existing residential, retail and commercial uses, including the Green Quarter, located 50m east of the Site.
- 4.16 The Site occupies a highly sustainable location, in close proximity to an extensive of services, facilities and public transport infrastructure provided within the City Centre. Manchester Victoria Station is the nearest train station and is located approximately 500m south-west of the Site. The station predominantly provides local and regional mainline services to the north of England.
- 4.17 There are existing bus stops located on Cheetham Hill/ the A665, the closest of which being St Chad's Church bus stops which are approximately 240m west of the Site and provides services north bound to Bury and Higher Crumpsall, and southbound to Sale and various stops within the City Centre, including Piccadilly Gardens.
- 4.18 In addition to the existing surrounding facilities, commercial and community uses are proposed to be bought forward as part of this outline planning application, and future applications across the wider Victoria North development area.

Planning History

- 4.19 The planning history of the Site, based upon a search on MCC's planning application database, is summarised at **Appendix IV**. All recent applications on the Site are in connection with the Red Bank Neighbourhood development. The most relevant applications are the three full planning applications submitted by MCC for enabling works (Application 1), creation of development platforms and infrastructure provision (Application 2), and utility and service provisions (Application 3). All of these applications have been granted planning permission.

Summary

- 4.20 The application Site extends to approximately 11.21ha and comprises an irregular shaped parcel of land adjoining Manchester City Centre, to the north-east of Victoria Station. The Site has a long history of industrial uses, but, today, the Site predominantly comprises previously developed land which is earmarked by the endorsed SRF for significant residential led regeneration.
- 4.21 Significant change and regeneration are planned for the surrounding area as presented in the Northern Gateway SRF. This planning application seeks outline consent for residential-led mixed-use development. It follows three other associated applications at the Site by MCC (refs: 132252/VO/2021, 133143/VO/2022, and 135190/VO/2022) for HIF funded enabling and infrastructure works to ready and prepare the Site for residential led mixed use development. The outline application is submitted in parallel to a full planning application for residential-led development at Plots NT02-NT04 of the Masterplan.
- 4.22 The following section describes the proposed development.

5. The Proposed Development

- 5.1 The application is submitted in outline with all matters reserved. The development proposals are described in detail within the submitted DAS prepared by Maccreanor Lavington and Shulze + Grassov. A Development Specification report prepared by Avison Young relating to this outline application is also submitted (enclosed at **Appendix V**), providing a detailed description of the type of uses and quantum of development proposed by this outline planning application. The Planning Statement should be read in conjunction with these documents.

The Red Bank Neighbourhood Illustrative Masterplan

- 5.2 The Illustrative Masterplan provides a potential configuration for the Red Bank Neighbourhood and includes plots NT02-NT04 which are the subject of a separate full planning application. The Illustrative Masterplan demonstrates how the Red Bank outline and the NT02-NT04 full proposals align with one another to create a cohesive, technically robust overarching development.



Figure 5.1: Site-wide Masterplan

5.3 The parameters that are submitted for approval by the outline planning application are informed by the Illustrative Masterplan and its comprehensive technical and environmental assessments. Should the application be approved; it is proposed that a condition is imposed which requires any development which comes forward pursuant to the outline planning permission to be in accordance with the approved Parameter Plans and Development Specification. The Masterplan has key characteristics which the Red Bank outline and NT02-NT04 full applications positively respond to:

- **Heights and Density** – The massing approach is designed to create a familiarly scaled neighbourhood while allowing for medium to high densities. To achieve this, perimeter blocks with a consistent shoulder height will be used across the Masterplan. Taller elements, including towers, will be appropriate in selected locations. Most plots are variations on two block typologies: residential courtyard blocks and mixed-use urban blocks. The Plateau will primarily see perimeter blocks, while New Town and Red Bank Viaduct will contain mixed-use urban blocks with a range of uses on the ground and first floors. Due to its compact size, RB10 will be a standalone tower in a key gateway location connecting the City Centre with Victoria North. The vision for Red Bank is as follows:
 - New Town – high density development with a higher proportion of 1-2 bedroom apartments
 - Red Viaduct – high – medium high density development
 - Plateau – medium density development providing 3 bed family housing
- **Housing Mix** – Within the three neighbourhoods, two distinct residential characters will exist: a metropolitan and vibrant one in the riverside neighbourhoods of Red Bank Viaduct and New Town, and a tranquil residential focus one on the Plateau. The residential mix within the masterplan reflects this character, with a higher proportion of family homes within the Outline Application than within the metropolitan NT02-04 plots of the New Town. Across the masterplan area the mix will comprise approximately 30% 1 bed properties, 60% 2 bed properties and 10% 3 bed properties.
- **Public Realm** – High-quality public realm will support the new neighbourhoods of Red Bank. The public spaces throughout the neighbourhood will provide a pleasant environment for socialising and relaxing. The nuance in landscape characters will offer lush green landscapes with grasses, bushes, trees, and ample space for recreational activities. Key public squares are active hubs of activity with restaurants, cafes, shops, and other services. Dantzic Street will be a bustling urban place with busy sidewalks for pedestrians and cyclists. Smaller green spaces

and good neighbourhood streets will complete the public realm structure, to create a lively and inhabited urban centre near Manchester City Centre. The neighbourhood will offer a unique combination of character, quality, hierarchy, and accessibility, making it a desirable place to live and work.

- **Car Parking** - Red Bank is located right next to the core of Central Manchester. Excellent infrastructure for active travel will be delivered as part of the project. Public transport accessibility will improve during the build out of the project with a future Metrolink stop at Sandhills identified in the SRF. The proposed car parking ratio reflects this, with an overall 10% car parking ratio for residents (including disabled bays) across the Masterplan with additional parking for visitors.

5.4 The remainder of this Chapter of the Planning Statement describes the proposed outline development at Red Bank, for which approval is sought by this application.

The Outline Application Proposals

5.5 The Red Bank Neighbourhood development seeks outline permission for:

- Up to 3,250 residential units (Use Class C2 and C3);
- Up to 6,300m² GIA non-residential development (across uses E, F and Sui Generis);
- Up to 3,250m² GIA clubhouse residential amenity buildings;
- Up to 3,250m² GIA health centre uses (Use Class E);
- Up to 2,750m² GIA primary school use (Use Class F1(a));
- Car parking and cycle storage provision, comprising 1 cycle parking space per dwelling (up to 3,250) and 12% car parking provision.

5.6 The description of development set out on the application forms reads:

'Part full planning application proposing the demolition of existing buildings and structures and part outline planning application (with all matters reserved) for the erection of a phased residential led mixed use development across severable plots comprising residential (Use Classes C3 and C2); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works'.

- 5.7 Approval is sought for the Location Plan, Existing Site Plan, Demolition Plan and the suite of submitted Outline Parameter Plans. It is these plans which have been utilised in preparing the supporting technical assessments and EIA. It is envisaged that the Parameter Plans will be conditioned should planning permission be granted. All future reserved matters applications and / or full 'drop in' planning applications for each severable phase (herein collectively referred to as 'detailed planning applications') will be required to be in accordance with the approved Parameter Plans.
- 5.8 The suite of Parameter Plans comprises:
- Parameter Plan P1 – Development Plots and Public Realm (ref: RDB-MLM-00-00-DR-AR-211417);
 - Parameter Plan P2 – Movement (ref: RDB-MLM-00-00-DR-AR-211418);
 - Parameter Plan P3 – Use (ref: RDB-MLM-00-00-DR-AR-211419);
 - Parameter Plan P4 – Maximum Building Heights (ref: RDB-MLM-00-00-DR-AR-211420); and
 - Parameter Plan P5 – Site Levels (ref: RDB-MLM-00-00-DR-AR-211421).
- 5.9 In addition to the Parameter Plans listed above, the following plans are being submitted for approval.
- Site Location Plan (ref: RDB-MLM-00-RF-DR-AR-111001);
 - Existing Site Plan (ref: RDB-MLM-00-RF-DR-AR-111002); and,
 - Demolition Plan (ref: RDB-MLM-00-RF-DR-AR-111003).
- 5.10 An Illustrative Layout (ref: RDB-MLM-00-RF-DR-AR-211180) is also submitted with the outline planning application which shows a potential configuration of the proposed development. The Illustrative Layout is not for approval. An Anticipated Phasing Delivery Plan is also submitted with the planning application. It is proposed that a condition would be imposed on the outline planning permission which requires the submission of an actual Phasing Plan prior to commencement of the development. This is further discussed at Chapter 11 of this Planning Statement.
- 5.11 The outline planning application is seeking approval for the amount and type of development (including different uses) to be delivered across the application Site area. Accordingly, the application seeks to reserve the following matters of detail for future approval with a sufficient level of detail provided as part of this planning application in accordance with Planning Practice Guidance (PPG) and the EIA regulations:
- Layout – an illustrative layout showing a potential future configuration for the Site.

- Scale –maximum parameters for height, within each development plot across the application Site for which approval is sought.
- Appearance – illustrative CGI's and illustrative design principles are provided within the DAS.
- Landscaping – an indication of the potential landscaping scheme with an Illustrative Landscape Masterplan.
- Access – an indication of access into the Site for vehicles, cycles and pedestrians and areas within the Site where circulation will occur. MCC have already obtained planning permission as part of the HIF infrastructure works package therefore FEC only require consent for the final finishes to the road and footways.

Development Plots

5.12 Figure 5.2 below comprises the Development Plots and Public Realm Parameter Plan, P1. It shows the location of each of the development parcels. The development plots are located across the site as follows:

- **Red Bank Plateau** – development plots RB01 to RB05C and RB12B are located within the Red Bank Plateau area of the site;
- **Red Bank Viaduct** - development plots RB06, RB07 and RB10 are located within the Red Bank Viaduct area of the site;
- **New Town** – development plots RB16 and RB17 are located within the New Town area of the site.

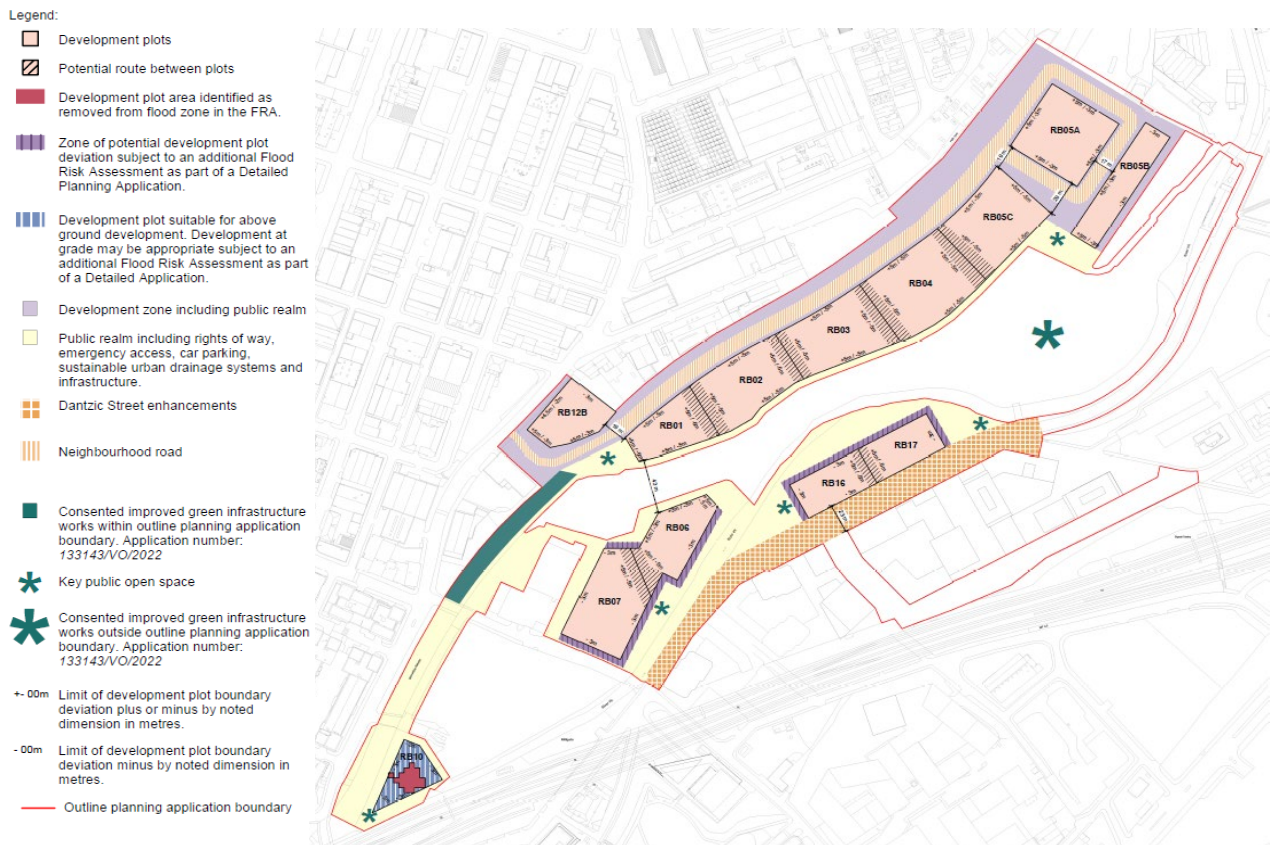


Figure 5.2: Development Plots

Components for Approval

Demolition

- 5.13 This application seeks approval for the demolition of existing buildings and structures on site. The application is supported by a Demolition Plan (ref: RDB-MLM-00-RF-DR-AR-111003) which illustrates which buildings and structures are proposed to be demolished. The buildings and structures to be demolished are in the locations of development plots RB07, RB10, RB12B, RB17 and New Town.
- 5.14 Certain buildings and structures proposed to the south of Dantzig Street within New Town are also proposed to be demolished as part of the full planning application for NT02-NT04. The reason that the structures and buildings to the south of Dantzig Street are proposed by this outline application is to provide a route for excavation from RB16 and RB 17 which are within the flood zone.

Uses and Amount

Quantum of Residential Development

- 5.15 The outline planning application is seeking approval for up to 3,250 residential units (Use Classes C3 and C2) across the Site which will comprise a mix of conventional and build to rent properties.

5.16 Parameter Plan P3 provides detail of the Use Classes applied for under this application. The plan, and its supporting key, illustrates that all bar one of the development plots will comprise predominantly Use Class C3 or C2. The aspiration is that the majority of the residential will fall within Use Class C3 however the Parameter Plan provides flexibility for development falling within Use Class C2 to be delivered to provide residential accommodation for the elderly and for people in need of care. A flexible land use plot is proposed at development Plot RB05C. It is proposed that Plot RB05C could be either a primary school or a residential development. The inclusion of this 'swing plot' for Plot RB5C is to provide flexibility. The specific details of the quantum of residential development proposed for each plot will be defined at the detailed planning application stage.

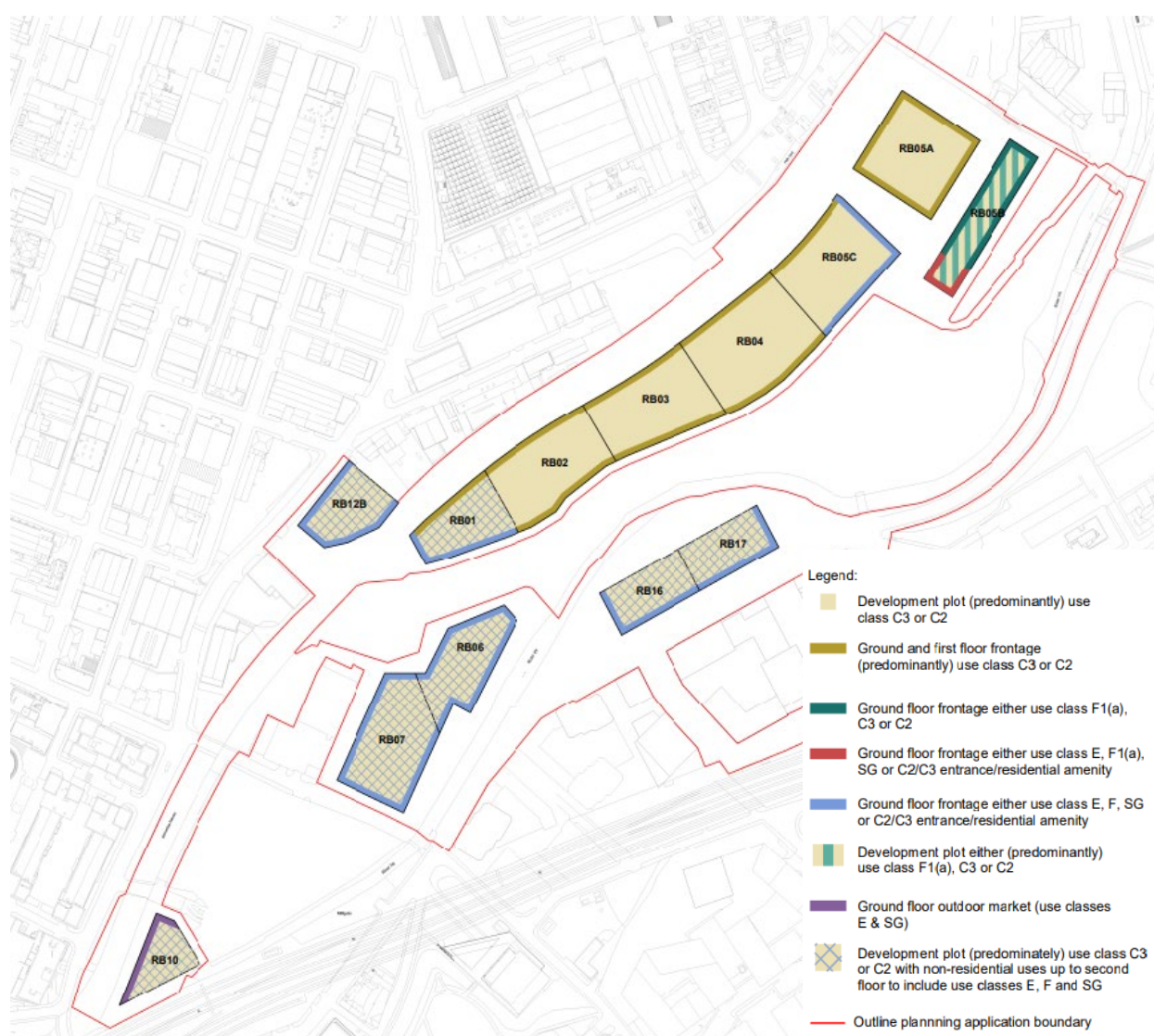


Figure 5.3: Parameter Plan P3- Use

5.17 The residential mix proposed as part of this outline application is set out in the table below:

Property Size	Amount	Dwellings
1 Bed Property	25% (rounded up from 24.55%)	Up to 798
2 Bed Property	63% (rounded down from 63.16%)	Up to 2,053
3 Bed Property	12% (rounded down from 12.28%)	Up to 399
Total	100%	Up to 3,250

Quantum of Flexible Commercial Uses

- 5.18 A mix of commercial, social and community uses are proposed as part of the development. Outline consent is sought for flexible uses within Use Classes E, F and Sui Generis, to allow the development to be utilised by a range of occupiers, which is to be determined at a later stage. The range of uses for which outline planning permission is sought are set out at Appendix 4 of the Development Specification. The proposed development plots which will include flexible commercial units on the lower floors can be seen (through colour coded frontages) in Parameter Plan P3, included at Figure 5.3 above.
- 5.19 The outline planning application is seeking approval for the following amounts of Use Class E, F and Sui Generis uses:

Floor Area	Use Classes E, F and Sui Generis
Gross Internal Area	Up to 6,300 sq m
Gross External Area	Up to 7,000 sq m

Quantum of Clubhouse Residential Amenity Buildings

- 5.20 The proposed development includes standalone clubhouse buildings which will provide amenity for the residents of the development. The application is seeking approval for:

Floor Area	Clubhouse Residents Amenity
Gross Internal Area	Up to 3,250 sq m
Gross External Area	Up to 3,600 sq m

Quantum of Health Centre Use

- 5.21 The proposed development includes health centre uses (Use Class E) and the application is seeking approval for:

Floor Area	Health Centre Uses (Use Class E)
Gross Internal Area	Up to 3,250 sq m
Gross External Area	Up to 3,600 sq m

Quantum of Primary School Use

- 5.22 The proposed development includes the option for a 1 form entry (1FE) primary school (Use Class F1(a)). The application is seeking approval for:

Floor Area	Primary School (Use Class F1(a))
Gross Internal Area	Up to 2,750 sq m
Gross External Area	Up to 3,000 sq m

Scale and Massing

- 5.23 The Building Heights Parameter Plan, P4, submitted in support of the application seeks approval for the scale parameters. Figure 5.4 below includes an extract of the submitted Parameter Plan P4, Building Heights which shows that the building heights vary across the proposed development:

- **Red Bank Plateau** – Maximum heights within the Plateau area would vary between up to 73m AOD (up to eight storeys) and up to 123m AOD (up to 23 Storeys).
- **Red Bank Viaduct** – Maximum building heights in the Red Bank Viaduct area vary between up to 124 m AOD (up to 27 storeys) and up to 211 m AOD (up to 55 Storeys).
- **New Town** – Maximum building heights within Travis Island vary between up to 98m AOD (up to 19 storeys) and up to 155m AOD (up to 37 storeys).



Figure 5.4: Parameter Plan P4- Building Heights

Public Realm and Landscaping

5.24 The Proposed Development will include both hard and soft landscaping in the form of new public realm space which will feature focal squares, formal and informal play areas. The design and layout of the public realm and landscaping will be defined at the detailed application stage. However, this outline application seeks to establish the maximum plot extents and defines the key areas of public realm within the site and provides for the following:

- Travis Island Wetlands at New Town** is a terraced landscape north of plots RB16 and RB17 that allows local residents and visitors to experience a new urban wetland landscape typology in Manchester. The greenspace makes the most of its position by the River Irk and its natural assets. Its design encourages people to explore and engage with the environment and feel connected to nature. It also includes play trails, walking routes and a small public square adjacent to RB16.

- **Red Bank Viaduct** is diverse in public open spaces. Upgraded existing streets will form a high quality public realm. Vehicle access on Roger Street, Chase Street, and Back Red Bank is for emergency servicing and some visitor/resident parking. Three key destinations will provide different experiences in the Red Bank Viaduct area. Union Waterfront and Red Bank Terraces were approved as part of the HIF permissions. **Brewery Square** is a further vibrant artisan public space prop framed by a legacy of railway infrastructure, topped by Viaduct Gardens, an elevated linear park. Filled with activity, Brewery Square will be a market place for making and exchanging during the day, and an intimate, edgy restaurant and bar destination during the night supporting the existing commercial uses already in the Red Bank arches. Steps lead up to the Viaduct Gardens above where people can stroll around its abundant nature all the way to Red Bank Square.
- **Red Bank Plateau** will include two key areas of public realm in Red Bank Square and St Catherine's Square. Red Bank Square is the gateway into the Plateau. The public realm from Red Bank Square steps down into Red Bank Terraces. St Catherine's Square is a neighbourhood destination adjacent to St. Catherine's Wood. Fronted by a clubhouse with co-working spaces and a cafe, play facilities, and primary school.

Access and Movement

- 5.25 Parameter Plan P2, Movement, is submitted as part of this outline planning application. This Parameter Plan, an extract of which is included at Figure 5.5 below, seeks consent for vehicular and pedestrian access and movement routes into and throughout the Site. The Plan demonstrates that all plots can be accessed by emergency vehicles and servicing vehicles. The plan shows that the development will be easy to navigate for pedestrians and cyclists, which will encourage more sustainable modes of transport and reduce reliance on the private car.
- 5.26 The access from Red Bank to the Plateau is approved as part of application 133143/VO/2022. At the detailed application stage, the final surfacing for the Plateau road will be provided. The access to developments plots will be provided at the detailed application stage.

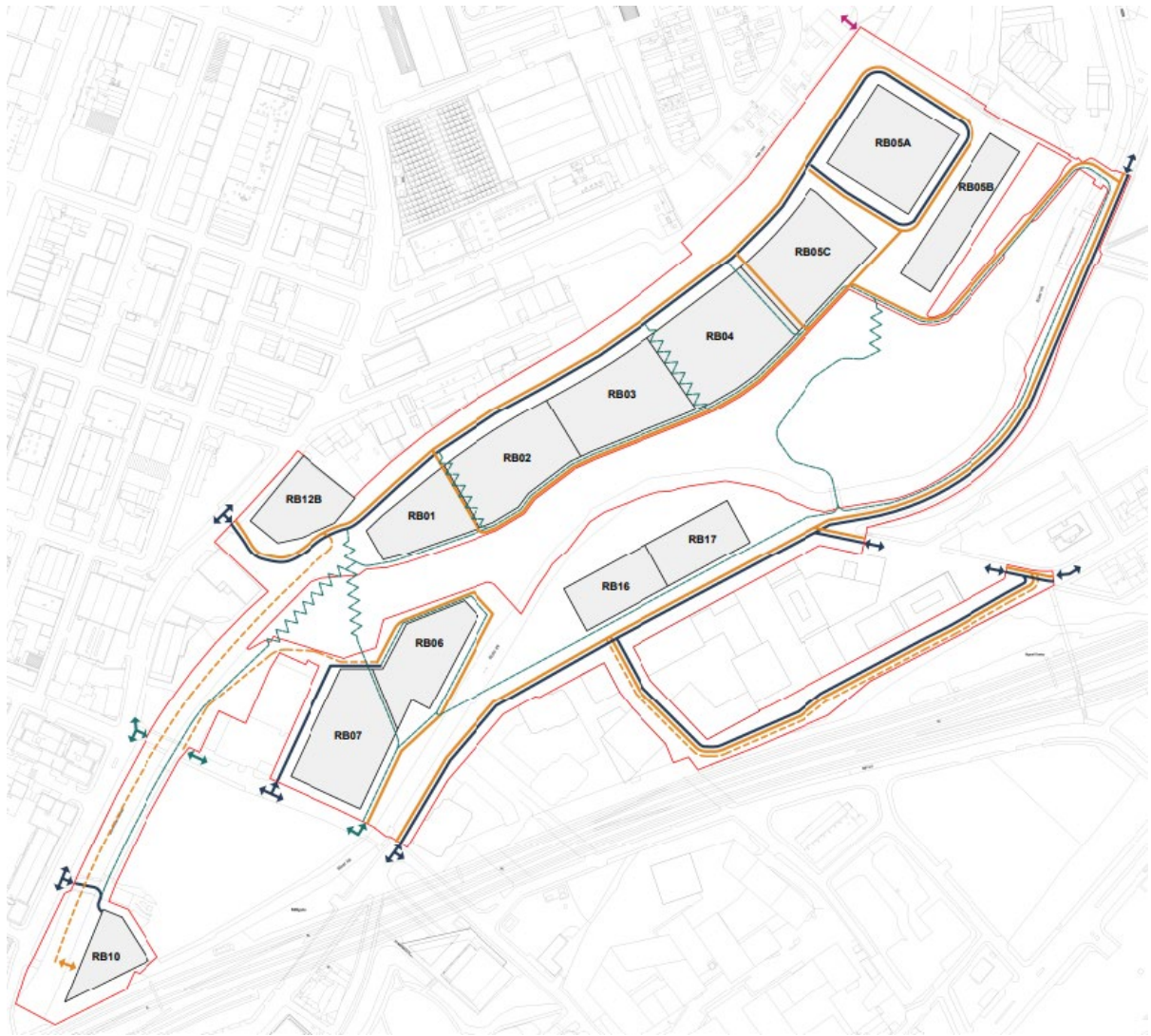


Figure 5.5: Parameter Plan P2- Movement

Dantzig Street Traffic Calming

5.27 A key element of the sustainable access strategy are improvements to Dantzig Street to encourage active travel and reduce car dominance. The proposals for Dantzig Street include:

- 6.2m wide carriageway;
- 20mph design speed;
- Active travel route (footway/cycleway) linking to the network of active travel routes within the site;
- Raised plateaus or changes of surface at defined crossing points, to improve pedestrian priority and reduce vehicle speeds;
- Limited parking spaces on-street, for servicing and disabled parking only; and

- Areas of planting, SuDS and street furniture.

Cycle and Car Parking

5.28 The proposed quantum of cycle and car parking for which approval is sought as part of this outline application are:

- Cycle Parking - The amount of cycle parking proposed as part of the outline planning application is: 1 secure cycle space per residential property (total up to 3,250 cycle spaces). Visitor cycle parking will also be provided in areas of public realm.
- Car Parking - The amount of car parking proposed as part of the outline planning application is 12% and comprises:
 - Up to 325 spaces for the residential development proposed by the outline application of which up to 21 spaces would be accessible which amounts to 6.5% of the total number of spaces for the residential development;
 - Up to 25 spaces for the non-residential development proposed by the outline application including visitor and accessible spaces;
 - Up to 52 car parking spaces to support the development proposed at Plots NT02, NT03, and NT04 subject to a separate full planning application by FEC. The intention is that the 52 car park spaces will be provided in a temporary location within the outline planning application area initially with a permanent solution provided in a centralised location as the residential led development proposed by this outline planning application is brought forwards.

Appearance

5.29 The appearance of the proposed development is reserved and will be agreed at the detailed application stage on a plot by plot basis. The vision for the residential led development is provided in the DAS.

Summary

5.30 In summary, 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. The following section describes the national and local planning policies and other material planning considerations relevant to this application.

6. Planning Policy Framework

- 6.1 This Chapter sets out the key planning policies at the national and local level, and other material considerations, which are relevant to the determination of the planning application.

Development Plan

- 6.2 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 associated Policies Map; and
- Saved policies from the Unitary Development Plan (2004).

Key Policies Relating to the Principle of Development

- 6.3 The following section identifies the key local planning policies relevant to the application Site and the principle of the proposed uses/ type of development proposed by the outline application. All other policies relevant to determination of the application are summarised in the Policy Schedule included at **Appendix VI**.

Manchester Core Strategy

- 6.4 The Manchester Core Strategy was adopted by the City Council on 11th 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.
- 6.5 The Manchester Core Strategy divides the city into five regeneration areas in addition to the City Centre. The Site is located within the North Manchester Regeneration Area and the River Valley. The Site is also identified as being within an 'Inner Area' (Policy SP 1). A small section in the south of the Site, Plot RB10, is located within the 'Regional Centre'. An extract of the Manchester Core Strategy policies map showing the Site's designations is included at Figure 6.1 below.

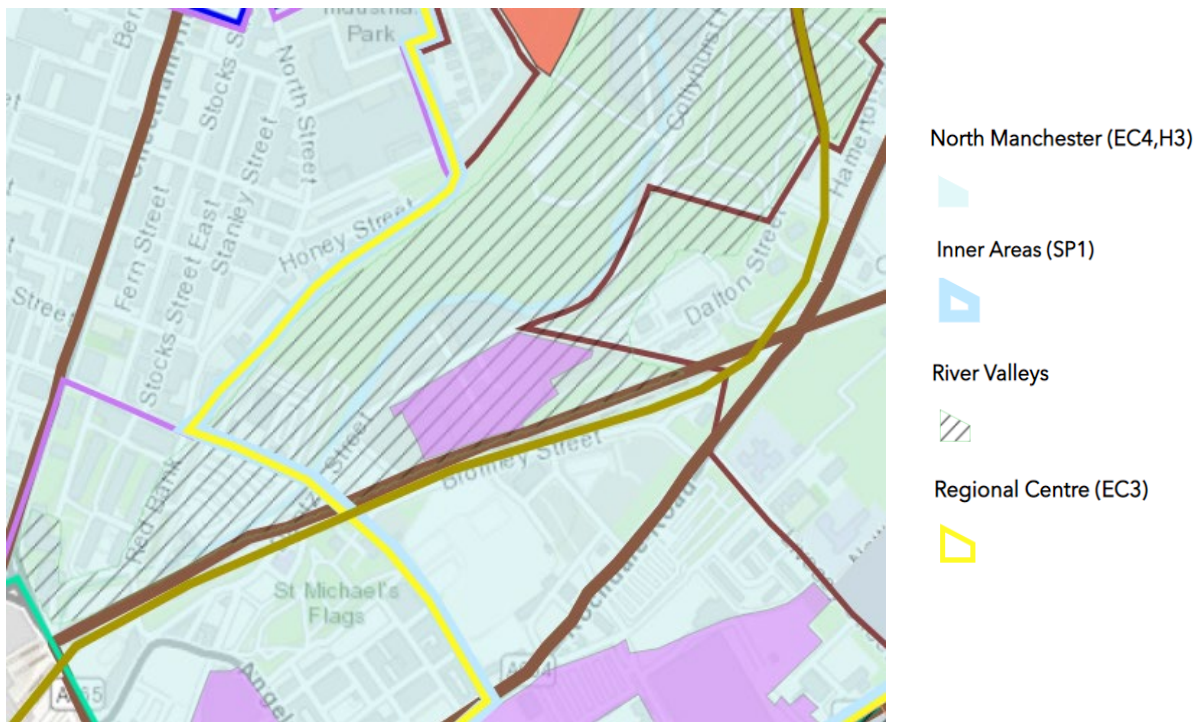


Figure 6.1: Extract of MCC's Policies Map

- 6.6 **Policy SP 1 – Spatial Principles** - provides the key spatial principles that will guide the strategic development of Manchester to 2027. The majority of new residential development will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. All development should have regard to the character, issues and strategy for each regeneration area as described in Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.
- 6.7 **Policy EC 1 – Employment and Economic Growth in Manchester** states the Council will support significant contributors to economic growth. Priorities include (among others) ensuring the continued social, economic and environmental regeneration of the City.
- 6.8 **Policy EC3 – Regional Centre-** specifies that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged. The Regional Centre is an appropriate location for large scale leisure uses, for which the City Centre sites and unsuitable.
- 6.9 **Policy H1 – Overall Housing Provision-** 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.
- 6.10 **Policy H2 – Strategic Housing Location-** 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. In locations which are close to the City Centre, such as the Lower Irk Valley, higher densities will be appropriate.

- 6.11 **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. Paragraph 9.18 of the justification text states that much of the land in North Manchester is of low value or in need of remediation.
- 6.12 **Policy H8 – Affordable Housing-** 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.
- 6.13 **Policy EN2 – Tall Buildings-** states that proposals for tall buildings will be supported where it can be demonstrated that they:
- Are of excellent design quality;
 - Are appropriately located;
 - Contribute positively to sustainability;
 - Contribute positively to place making, for example as a landmark building, by terminating a view or by signposting a facility of significance, and
 - Will bring significant regeneration benefits
- 6.14 The policy also requires applications to demonstrate that proposals for tall buildings are viable and deliverable.
- 6.15 The above policies provide the context for residential-led mixed-use development at the Site.

Other Relevant Core Strategy Policies

- 6.16 The following additional Core Strategy policies are relevant to this planning application and are summarised in the Policy Schedule enclosed at **Appendix VI**:
- 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 EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development;
- Policy EN5 – Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8 – Adaptation to Climate Change
- Policy EN9- Green Infrastructure
- Policy EN14 – Flood Risk
- Policy EN16 – Air Quality
- Policy EN17 – Water Quality
- Policy EN18 – Contaminated Land and Ground Stability
- Policy EN19 – Waste
- Policy PA1 – Developer Contributions
- Policy DM1 – Development Management

Relevant Unitary Development Plan (UDP) Policies

6.17 The Manchester UDP was adopted by the Council in July 1995. The Manchester Core Strategy replaces significant elements of the UDP. The relevant policies of the UDP are summarised within the Policy Schedule at **Appendix VI** and listed below:

- Citywide Development Control Policy DC7.1 – New Housing Development
- Citywide Development Control Policy DC19.1 – Listed Buildings
- Citywide Development Control Policy DC20.1 – Archaeology
- Citywide Development Control Policy DC26.1 – Development and Noise
- Citywide Development Control Policy DC26.2- Development and Noise

Other Material Planning Considerations

6.18 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:

- Strategic Regeneration Frameworks;
- The National Planning Policy Framework ('NPPF') (July 2021);
- Planning Practice Guidance (last updated June 2021);
- The emerging Places for Everyone Joint Development Plan;
- A Strategy for revitalising Manchester's River Valleys and Urban Waters 2021-2030;
- Manchester City Council Green and Blue Infrastructure Strategy (2015), and Implementation Plan Refresh (2022);
- Emerging Manchester Local Plan;
- Providing for Housing Choice Planning Guidance- Manchester City Council (2008);
- Manchester Residential Quality Guidance (2017);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- The Manchester Strategy; and,
- Manchester Climate Change Strategy 2017-2050.

6.19 A summary of the Strategic Regeneration Frameworks, the NPPF, the PPG and the emerging Places for Everyone JDP is provided below. A summary and appraisal of each of the other documents listed above is contained in the Policy Schedule at **Appendix VI**.

Strategic Regeneration Frameworks

Northern Gateway Strategic Regeneration Framework

6.20 The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13th February 2019 and is a material consideration for all relevant planning applications within the Northern Gateway (now known as 'Victoria North'). The SRF proposes seven interconnected neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and Eggington Street and Smedley Dip.

6.21 The regeneration of the Northern Gateway will need to effectively integrate these neighbourhoods, providing critical connections and achieving high-quality place making, to ensure comprehensive regeneration in the north and east of the city. The SRF sets out a vision to deliver approximately 15,000 homes supported by social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

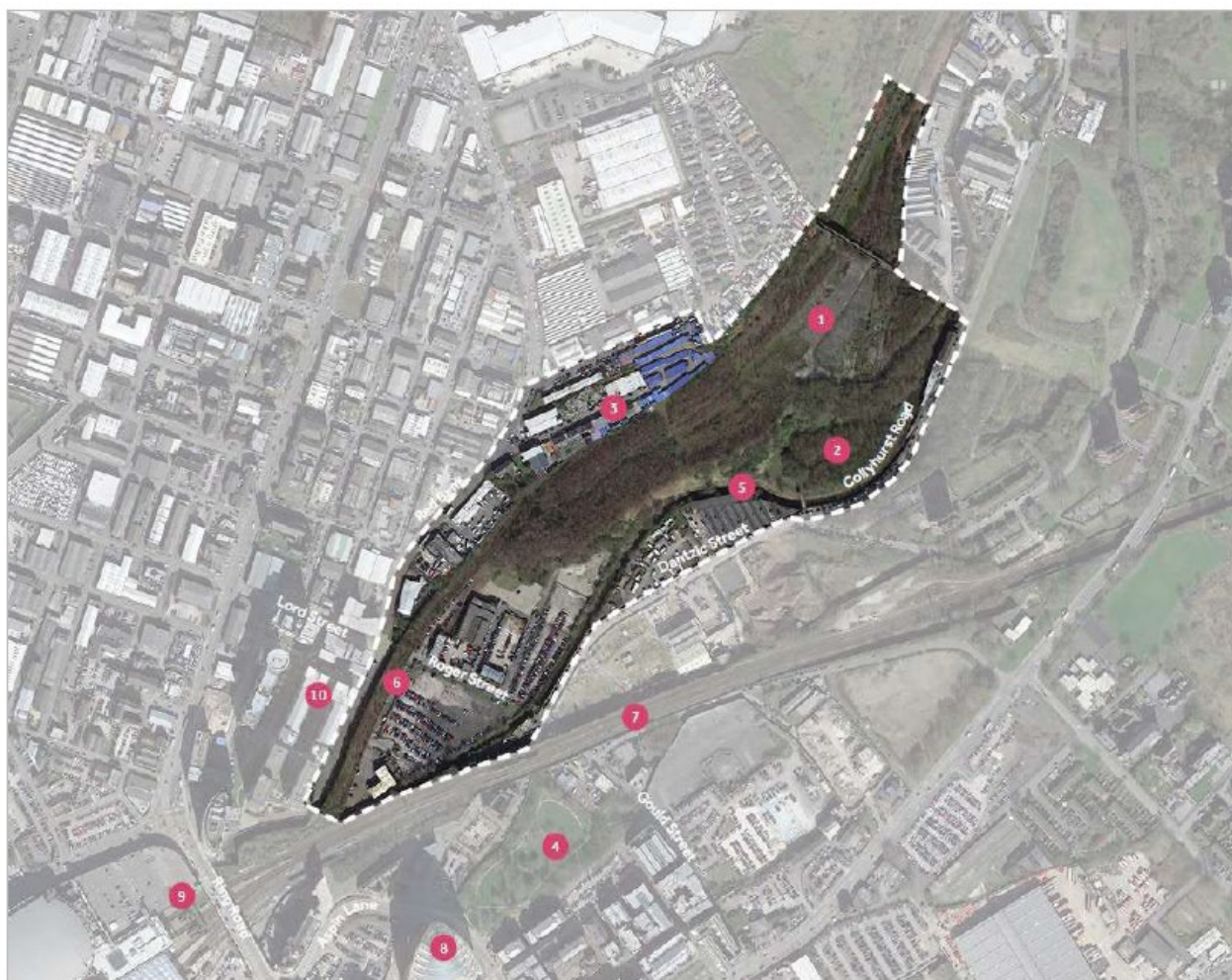


Figure 6.2: Red Bank Site Diagram from Northern Gateway SRF

6.22 According to Figure 16 ('Northern Gateway neighbourhoods') of the SRF, the Site is located within 'Red Bank'. The SRF states that, *"Red Bank will be a residential-led neighbourhood, where the unique topography and river setting will make it a suitable location for high-density development, set in a green valley that is punctuated with industrial heritage and an extensive, but currently under-utilised landscape"* (p.129).

6.23 The Red Bank section of the SRF continues by stating *"There are opportunities for a varied mix of uses and to incorporate a variety of social and community infrastructure, particularly at ground level. Housing provision in Red Bank will include a mix of typologies and tenures. Apartments and townhouses will be provided and options for family living will be created, to help build a lively neighbourhood that supports an urban-living lifestyle for all residents."*

6.24 Figure 6.3 establishes the proposed land uses that the SRF sets out for Red Bank. This figure demonstrates that the areas which are the focus of this application are earmarked for residential-led development. The supporting text states that the residential-led development should support a range of residential, social and community infrastructure and commercial uses. A mix of housing sizes and tenures will be provided to create a dynamic neighbourhood.

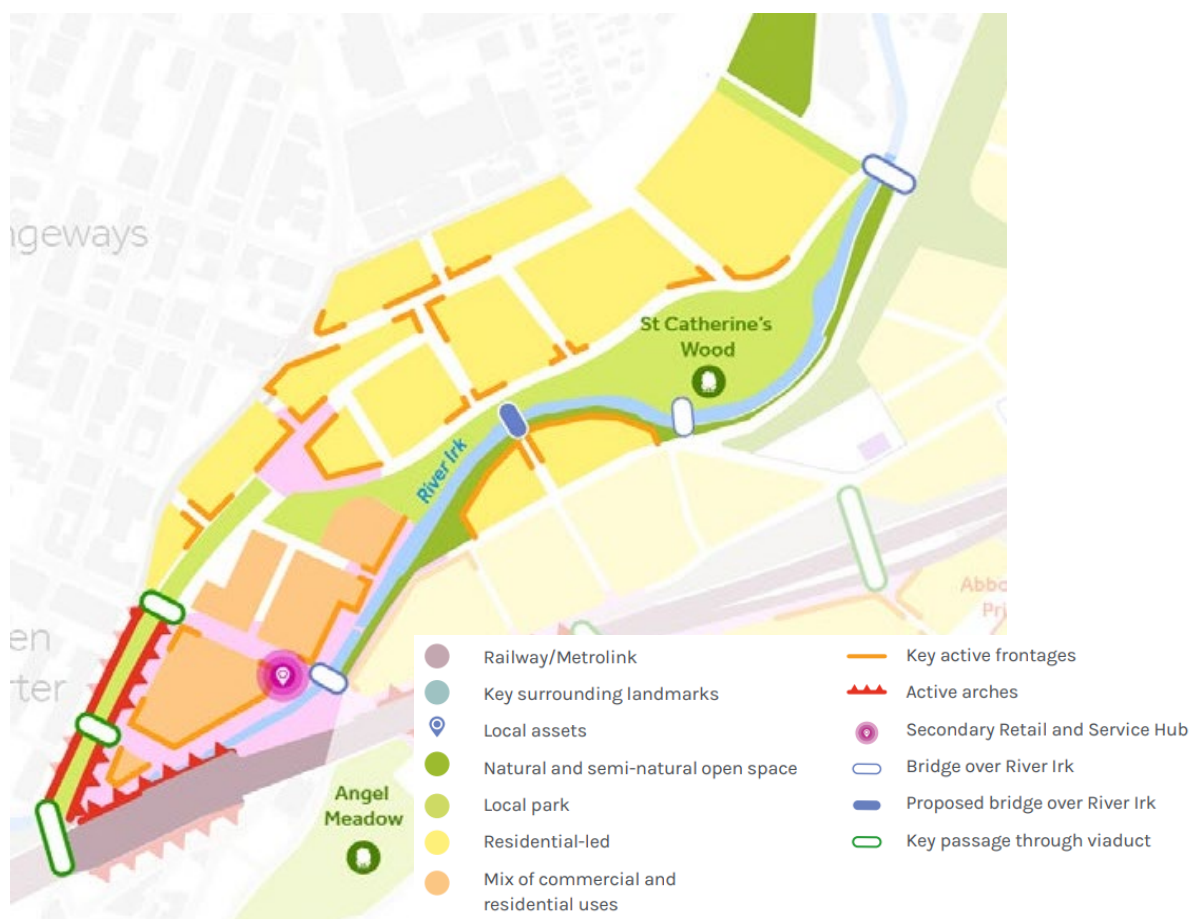


Figure 6.3: Proposed Red Bank Land Uses- Northern Gateway SRF

Lower Irk Valley Neighbourhood Development Framework (2016)

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

North Manchester Strategic Regeneration Framework (2012)

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

SRF Context Summary

- 6.27 In summary, there is a comprehensive and positive strategic regeneration context which underpins and supports the redevelopment of Victoria North to provide high quality, high density residential-led development at the Red Bank Neighbourhood Site.

National Planning Policy Framework

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

- 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.

- 6.29 Overall, the NPPF makes it clear that Local Planning Authorities should positively assess proposals, and decision-takers should seek to approve applications for sustainable development. The NPPF emphasises the importance of prioritising previously developed land for new development.

Planning Practice Guidance

- 6.30 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.

The emerging Places for Everyone Joint Development Plan Document

- 6.31 Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts. The Plan was considered at the Places for Everyone Joint Committee on 20 July 2021 and was subsequently approved by each of the nine districts for publication under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 6.32 The Plan is the result of a process that began as the Greater Manchester Spatial Framework ('GMSF') in 2014 and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the GMSF during 2021.
- 6.33 Consultation on the Publication Stage Plan took place between 9th August and 3rd October 2021. The Plan has been submitted to the Secretary of State for examination which has now concluded. The Plan is targeted for adoption later in 2023. The Plan seeks to focus significant growth and delivery of new residential homes on brownfield land, such as Victoria North.

Summary

- 6.34 This Section of the SPS has identified a series of Development Plan Documents and other material planning considerations to be considered in the determination of the application. The proposals are for outline permission for residential led mixed use development in accordance with adopted planning policies and guidance and a comprehensive and positive strategic regeneration context.

7. Residential-Led Development

- 7.1 This Chapter demonstrates that the outline proposal for residential-led development accords with the Development Plan when read as a whole and supports the Council's aspirations for the regeneration of the Site and the wider Victoria North area.
- 7.2 Consideration is given to the following key issues:
- Regeneration and Principle of Residential Development
 - Assessment of Living Accommodation

Regeneration and Principle of Development

Regeneration

- 7.3 This outline application represents the next step in the delivery of the strategically important Victoria North project, which will deliver transformational regeneration on an unprecedented scale in Manchester and will help to fulfil its potential as a truly innovative, sustainable, and world-class City.
- 7.4 Regeneration is an important planning consideration and one of MCC's stated priorities for ensuring continued economic growth is the continued social, economic and environmental regeneration of the City (Manchester Core Strategy, Policy EC 1). Over the past fifteen years MCC has successfully regenerated areas such as Piccadilly, Spinningfields, Manchester Central, the Northern Quarter, the Civic Quarter and Castlefield. Victoria North is now a strategic regeneration priority for MCC, being a unique opportunity to deliver transformational regeneration. It is essential that the City Centre continues to grow sustainably and provide new homes and jobs. Residential-led development on the scale proposed by FEC will play a key role in achieving this growth, in accordance with Core Strategy policies SP 1, EC 1 and EC 3.
- 7.5 The proposed development accords with paragraph 119 of the NPPF by ensuring the effective use of previously developed land to meet an identified need for new homes and other uses. The proposals also accord with paragraph 124 through the provision of high quality development at an appropriate density, which will meet identified development needs.
- 7.6 The Site is located in the Red Bank area in the Northern Gateway SRF. The SRF identifies this area as a relatively under-developed and under-utilised area of land on the doorstep of the City Centre, where opportunity exists to undertake substantial high-quality regeneration to create a lively new neighbourhood with a mix of uses to ensure high-quality place-making. The SRF vision for Red Bank is

for a residential-led neighbourhood with an opportunity to establish a range of higher-density housing types and tenures and non-residential active frontages at ground floor level.

- 7.7 The Northern Gateway SRF at Page 137 states that the predominant residential building type in Red Bank will be apartments, appropriate for higher density city living, exploiting excellent views and being adjacent to lively spaces. Other uses will be part of apartment buildings, particularly at lower floors and where compatible with urban residential uses. Family housing will be provided in the form of townhouses, creating active residential frontages at ground level, and larger apartments including duplexes.
- 7.8 The proposed development is for a residential-led mixed use development comprising a variety of accommodation types including a mix of apartments, townhouses and maisonettes with ground floor commercial uses. This will create a varied and attractive development at Red Bank with active frontages and ample high quality outdoor spaces provided for family living, in keeping with the vision for the area set out in the Northern Gateway SRF. The proposed development will also regenerate a key gateway site providing active frontages to Dantzic Street to create a lively and dynamic neighbourhood which will act as a catalyst for the regeneration of the area.
- 7.9 Planning permissions for Applications 1, 2 and 3 (refs: 132252/VO/2021, 133143/VO/2022, 135190/FO/2022) have already been granted to MCC for the first stages of the delivery of the Red Bank Neighbourhood, comprising the HIF enabling and infrastructure works, including the revitalisation St Catherine's Wood as part of the City River Park. These previous consents, demonstrate the principle of the Site's regeneration is acceptable and supported. This application represents one of the key first phases of delivering the Victoria North vision, through delivery of a new sustainable, residential-led neighbourhood, which reinvigorates the green spaces along the River Irk Valley and brings nature into the City. The prompt start and early delivery of this phase of development will, therefore, be fundamental to delivering the strategic vision for Victoria North.
- 7.10 The proposals will build on the consented enabling works and infrastructure provision, as well as the residential led development currently under construction at Victoria Riverside, delivering the next phase in the regeneration of the Red Bank Neighbourhood to allow the Site to meet its potential as a thriving community. This mixed-use development will positively contribute to the continued social, economic, and environmental regeneration of the City.
- 7.11 In summary, the regeneration of the site accords with Manchester Core Strategy Policies SP 1, EC1 and EC 3, paragraphs 119 and 124 of the NPPF and the Northern Gateway SRF as the development will positively contribute towards bringing the aspirations of MCC's Northern Gateway SRF into reality.

The Principle of Residential Development

- 7.12 The Site is located in North Manchester, falling within an 'Inner Area' in the context of the Development Plan. The principle of residential development in this location is therefore supported by Manchester Core Strategy policies H 1, H 3 and SP 1, all of which encourage new residential development focused within the Inner Areas/ North Manchester.
- 7.13 The amount of new housing that Greater Manchester needs to provide is driven by demographic changes and the proposed scale of economic growth. MCC's Manchester Housing Strategy (2022-2032) states the ambition of delivering 36,000 new homes by 2032. This equates to a provision of 3,600 homes a year.
- 7.14 Manchester Core Strategy Policy H 3 sets out that North Manchester should accommodate around 20% of new residential development. The policy states high density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre as part of mixed-use schemes and along high frequency public transport routes. The proposed development is for outline consent for the development of up to 3,250 new homes (comprising conventional and build to rent properties) and will therefore make a significant and positive contribution towards MCC's housing targets and policies within the North Manchester Inner Area.
- 7.15 Policy H 3 also states that priority will be given to family housing and other high value, high quality development where this can be sustained. A significant proportion of the 3,250 homes proposed by this application will be high quality family housing. The proposal includes 12% 3-bed properties which accords with MCC's policy aspirations for the area including Policy H 3 of the Core Strategy and the Northern Gateway SRF, which seek to promote high-quality, residential development suitable for families.
- 7.16 The NPPF further supports the principle of residential development, with Chapter 5 being dedicated to delivering a sufficient supply of homes. Paragraph 60 aims to support the Government's objective of significantly boosting the supply of homes, by ensuring that a sufficient amount of land comes forward where it is needed and that sites are developed without unnecessary delay. The proposal also accords with paragraph 73 which recognises the supply of large numbers of new homes can often be best achieved through planning for larger scale development, provided they are well located and designed. The development will also make an important contribution towards bolstering Manchester's supply of deliverable housing land in accordance with paragraph 74. This proposal therefore accords with Chapter 5 of the NPPF as it will provide much needed homes, located on brownfield land in a highly sustainable location.

7.17 The proposed residential development accords with the principles of the Red Bank Neighbourhood set out within the Land Use section (Page 133) of the Northern Gateway SRF. Accordance with the principles relevant to the proposed residential uses is summarised as follows:

- The development specification submitted with the planning application demonstrates that a residential-led development is proposed which will support a range of residential, social and community infrastructure and commercial uses. A mix of housing sizes and tenures will be delivered to create a dynamic neighbourhood.
- The Illustrative Layout shows that a flexible residential and commercial area will be located at the south-west area of the neighbourhood to reflect its position adjacent to the City Centre. Non-residential uses are proposed at Brewery Square and Union Waterfront in this area of the neighbourhood, which will provide destination spaces including active lower floor frontages and commercial space to compliment the residential development proposed.
- The Parameter Plans and Illustrative Layout have been designed to minimise the risk of flooding, given some parts of the application site are located within flood zones 2 and 3. Mitigation measures are being proposed to minimise the risk of flooding through the appropriate siting of buildings, changes to ground levels and finished floor levels associated with the new buildings in these areas.
- Active frontages are proposed in various locations across the proposed development. Dantzic Street will be a bustling local high street with a range of shops, hairdressers and health services, with large amounts of active frontage at ground floor level. The non-residential uses in Red Bank Viaduct are centred around Brewery Square and Union Waterfront. The terracing of Union Waterfront will be animated by cafes and bars. Brewery Square benefits from existing businesses located in the viaduct arches and a temporary market space which will occupy the colonnade of RB10. The Plateau will also be supported by a smaller amount of non-residential uses including a school and residents clubhouse located around key spaces.

7.18 Overall, the proposal for up to 3,250 residential homes (Use Class C3 and C2) will make a considerable contribution towards the housing target for North Manchester, in a suitable location which the Council has earmarked for residential-led mixed use development. The regeneration of the Site and its redevelopment for high quality residential-led uses accords fully with the spatial principles of Manchester Core Strategy Policies H 2, H 3 and SP 1, paragraphs 60, 73 and 74 of the NPPF and the Northern Gateway SRF.

- 7.19 The Northern Gateway SRF promotes the successful redevelopment of the Site for high quality, higher density residential development with attractive public realm contributing to substantial place-making and improved connectivity to the City Centre, as well as the wider Victoria North area. The principle of residential-led mixed use development at the Site is clearly embedded in both adopted planning policy and strategic guidance and is entirely acceptable in planning terms.

Assessment of Living Accommodation

- 7.20 The proposal is for a residential-led mixed-use development. The application is submitted in outline for the development of up to 3,250 homes (Use Class C3 and C2). The detailed design of the proposed development including the residential buildings will be submitted as part of future detailed applications. Accordingly, this Assessment of Living Accommodation will provide an appraisal of the proposals in terms of suitability of location, meeting a need, the quality of the living accommodation to be provided, and an assessment of the proposals in terms of Core Strategy Policy H 1.

Suitable Location

- 7.21 As detailed in Chapter 3 the application Site occupies a highly sustainable location. The Site is in close proximity to an extensive range of services and facilities provided within the City Centre. The Site is within walking distance of Manchester City Centre, which is the focus for retail, office, residential and leisure activity. It is also in close proximity to existing public transport facilities, including Victoria Station, which provides local and regional train services, as well as being served by all Metrolink lines. Multiple bus stops are located in the surrounding area the closest of which is located on Cheetham Hill/ the A665, the closest of which being St Chad's Church bus stops which are approximately 240m west of the site and provides services north bound to Bury and Higher Crumpsall, and southbound to Sale and various stops within the City Centre, including Piccadilly Gardens.
- 7.22 Furthermore, being located within the boundary of an endorsed SRF, new commercial, social and community services and facilities will be brought forward as part of this application, and other nearby development schemes in the near future. This will limit the need to travel greater distances by private cars for future occupiers of the residential-led development which will bring about environmental benefits in accordance with Policies T 1 and SP 1 of the Manchester Core Strategy.
- 7.23 The suitability of the location for living accommodation is further evidenced by the Site being included within the Northern Gateway SRF, which demonstrates the Council's intention for the Site to be developed for a residential-led scheme. In terms of locality, the SRF recognises the Northern Gateway as being a threshold to the city, connecting to the City Centre and expanding it northwards, with the ability to unlock the potential in northern suburbs, and laterally across the valley. It will better connect

communities in north and east Manchester with opportunities throughout the regional centre. Therefore, demonstrating the Site to be a suitable location for a high quality residential development.

Meeting a Need

- 7.24 Considering the need for a new housing development, the Manchester Core Strategy, Policy H1 suggests 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. More recent data from MCC's Manchester Housing Strategy 2022-2032 identifies a need for 36,000 new homes by 2032, which equates to an average delivery of 3,600 new homes a year.
- 7.25 Manchester City Council's 2022 Strategic Housing Land Availability Assessment ('SHLAA') identifies this Site as being located within the Lower Irk Valley (Victoria North) Capacity Site. This Capacity Site is suggested to accommodate a total of 4,400 residential units. The SHLAA suggests 1,400 homes could be delivered on this Capacity Site between 2022 and 2027. This Site is therefore required and will make a significant positive contribution towards meeting MCC's housing land supply and delivery targets in the short, medium and long term.
- 7.26 The breakdown of dwelling sizes are proposed to serve an identified need based upon the existing and projected population, comparable developments, and to support the provision of family housing. The outline proposals include 25% 1-bed properties, 63% 2-bed properties, and 12% 3-bed properties. This aligns with the Council's intentions of less than 33% of any development comprising one-bed dwellings, with the rest being two bed or larger units, in order to achieve a more stable population within the City Centre.
- 7.27 This large scale Site, for which outline consent is sought for up to 3,250 dwellings is therefore vital to delivering a substantial number of dwellings and meeting an identified need for new residential accommodation in Manchester through the high quality regeneration of a strategic site which is earmarked for development by the endorsed SRF.

Living Accommodation Quality

- 7.28 While this development is being applied for in outline, and as such specific details relating to the quality of living accommodation are to be provided at detailed application stage, the Applicant is committed to delivering a high-quality development, with all new residential units being designed in accordance with Manchester City Council's Residential Design Guide and Space Standards. The Applicant intends for the Red Bank Neighbourhood development to be of the same high residential quality as that applied for within the detailed NT02-NT04 application and the consented Victoria Riverside development

(reference: 126944/FO/2020), which set a benchmark as examples of the high quality design and construction to be proposed at a later stage.

- 7.29 As part of this application, permission is sought for up to 3,250m² GIA across two residential clubhouse buildings, which is intended to provide amenity for the residents of the development. Core Strategy Policy H 1 states all proposals should make provision for appropriate useable amenity space and address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through either developer contributions or on site provision. The high-quality amenity space will provide modern ancillary facilities, contributing to creating a community and improving the quality of life for occupiers, therefore aligning the requirements of Policy H 1.

Assessment Against Core Strategy Policy H 1

- 7.30 Policy H 1 of the Core Strategy includes a list of criteria which new residential development should account for. This proposal will meet all criteria contained within this policy, thus reflecting a suitable provision of living accommodation, as outlined below:

- The proposal will contribute towards creating mixed communities by providing house types which will meet the need of a diverse and growing Manchester population;
- In terms of the scheme design and density, while these elements will be determined at detailed application stage, the proposals will contribute towards the area's existing and emerging character;
- The details of landscaping will be provided at detailed application stage, however, it should be noted that MCC has previously secured planning permission for 4.5 hectares of new or improved green space, including a new park at St Catherine's Wood which directly adjoins the application site. Furthermore, the scheme will be supported by an extensive landscaping proposal including the creation of new areas of high quality public realm;
- The Site is located in close proximity to Manchester City Centre and is near to high frequency public transport routes; and,
- The scheme has been designed to give privacy both to its future occupiers and existing neighbours of the Site.

Affordable Housing

- 7.31 The Applicant is committed to the delivery of affordable housing provision, and in accordance with Policy H8 of the Manchester Core Strategy, 20% affordable housing, subject to viability, is proposed across the outline application site.
- 7.32 The affordable housing provision will be secured by a Section 106 Agreement and the Heads of Terms for this legal agreement will be discussed with MCC during the determination of the application. The S106 Agreement heads of terms will make provisions for:
- Phase Viability Reviews
 - Affordable Housing Schemes
 - Late Stage Viability Reviews

Summary

- 7.33 This chapter of the Planning Statement has demonstrated that the proposed residential-led development will make an important contribution to the regeneration of this area of the City through the comprehensive regeneration of a large scale, previously developed site to deliver up to 3,250 high quality new homes, in accordance with Core Strategy Policies SP 1, EC 1 and EC 3, and relevant NPPF policies. The principle of new residential development in this location has been demonstrated to be acceptable and supported by Core Strategy Policies H 1, H 3 and SP 1, paragraphs 60, 73 and 74 of the NPPF and the Northern Gateway SRF.
- 7.34 The residential-led development will meet an identified need for new housing in Manchester and will contribute to the Council's housing land supply in the short, medium and long term. in accordance with Policy H8 of the Manchester Core Strategy, 20% affordable housing, subject to viability, is proposed across the outline application site.

8. Commercial and Social Infrastructure

- 8.1 To support the proposed living accommodation discussed in the previous section, the proposal includes up to 6,300sqm GIA of non-residential uses, in addition to up to 3,250sqm GIA for health centre uses, and up to 2,750sqm GIA 1FE primary school. The proposal also includes the creation of extensive areas of public realm. This Chapter assesses these elements of the proposal in terms of their compliance with relevant local and national planning policy and the Northern Gateway SRF's intentions for the Site.

Assessment of Non-Residential Uses

- 8.2 The proposed retail, commercial, community and leisure uses will provide important amenities that will contribute towards meeting the future Red Bank community's day-to-day needs. These uses would not only serve future occupants of the proposed development but would also contribute to the long-term vitality of the area by increasing activity throughout the day and supporting the area's night-time economy.
- 8.3 Both local and national planning policy encourage the development of mixed-use neighbourhoods. Core Strategy Policy SP 1 states access to jobs, services, education and open space should be improved to reduce the need to travel. The outline proposals would allow for a mix of commercial, social and community infrastructure uses to complement the residential led scheme and serve the future occupiers of the Site, thus contributing to the development of a lively and highly liveable mixed-use neighbourhood and reducing the need for residents of the area to travel for goods and services.
- 8.4 Manchester Core Strategy Policy H 1 states all proposals should address any existing deficiencies in social infrastructure, or future deficiencies that would arise as a result of the development, through either developer contributions or on-site provision. The on-site provision of non-residential uses will meet the needs of the community and encourage the creation of a sustainable neighbourhood which includes complementary facilities and services. Such provisions will also accord with Manchester Core Strategy Policy H 2 by creating a sustainable neighbourhood which includes complementary facilities and services.
- 8.5 Beyond the Local Plan, the support for mixed-use development is also encouraged within national planning policy, with Paragraph 93 of the NPPF (2021) stating planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the suitability of communities and residential environments. This application is a direct

example of the provision of local services and facilities which will enhance a residential environment, and therefore should be positively considered in terms of planning policy.

8.6 The Northern Gateway SRF also encourages the development of a residential led mixed-use neighbourhood at Red Bank. The SRF states that Red Bank should incorporate a variety of social and community infrastructure. Therefore, the provision of ancillary non-residential uses within the Red Bank Neighbourhood accords with the requirements of the SRF.

8.7 Notably the proposed development accords with the Land Use section of the SRF (page 133). Accordance with the principles relevant to the proposed non-residential uses is summarised as follows:

- In accordance with the SRF expectation, a 'Secondary Retail and Service Hub' will be created in the south-western area of the site, with the railway arches along Red Bank being further activated to facilitate a mix of uses. This will be achieved through the creation of destination locations and public realm at Brewery Square and Union Waterfront, within the Red Bank Viaduct area.
- The SRF requires the railway arches to be inhabited to support a vibrant public realm. As detailed within the DAS, the arches at Red Bank Viaduct, some of which are already being occupied, will be utilised to create Brewery Square which will be a vibrant area of public realm where the arches are occupied by bars, restaurants, leisure, retail and boutiques.

8.8 The non-residential uses will be delivered harmoniously with the residential dwellings. Where residential uses will be in close proximity to commercial and community uses, architectural and landscape solutions will be implemented to ensure that the operation of existing and new businesses is not compromised and residential amenity is protected from noise, visual and odour impacts, for example.

Main Town Centre Uses Assessment

Introduction and Rationale for Main Town Centre Uses Proposed

8.9 The outline application seeks consent for up to 6,300sqm GIA of supporting Use Classes E, F and Sui Generis floorspace. The Applicant seeks flexible consent to allow for specific uses of the commercial floorspace to be determined at a later stage. This is to help ensure that the final development can respond to changes in market demand and thereby maximises the potential for the commercial floorspace to be let at the point of its construction which will have a positive impact in terms of place making and the creation of a thriving community.

- 8.10 It is anticipated that a proportion of the Use Classes E, F and Sui Generis floorspace proposed will take the form of 'main town centre uses' as defined by the NPPF. As such, town centre policy considerations are relevant to the determination of this application. Policy C 9 of the Manchester Core Strategy states that development of town centre uses outside a centre identified in Policy C 1 or a strategic location identified for such uses will be inappropriate unless it meets specified criteria. This includes consideration against the 'retail impact' and 'sequential' tests, which remain part of national planning policy and are defined within Section 7 of the NPPF.
- 8.11 This Site, however, is identified within the Northern Gateway SRF as a strategic site for residential led mixed-use development. As such, it is considered an appropriate location in principle for a proportionate range of 'main town centre' uses to support the residential-led scheme, subject to there being no unacceptable conflict with the town centre tests of local and national policy.
- 8.12 This section explains that the mix of main town centre uses proposed are required in order to serve the residential development proposed by FEC. The introduction of these uses is vital to the establishment of a thriving community at Red Bank, where residents day-to-day retail, leisure and service needs are met on a localised basis – thus giving rise to considerable benefits in terms of social inclusion, sustainable travel patterns and economic growth potential. The introduction of these commercial uses will also 'activate' the ground floor levels of the development and in so doing will contribute positively to place-making.
- 8.13 These important scheme benefits would evidently not be realised if the proposed main town centre uses were split up and/or proposed elsewhere on unconnected sites. Accordingly, the sequential test analysis provided as part of this section highlights that the proposed mix of uses can, in reality, only realistically be provided at the application site – rather than within Manchester's defined centres. It is clear that there is a 'particular market and locational requirement' for the commercial uses proposed and no other location could meet the same market requirements that the proposed mix of main town centre uses is intended to meet. This sequential test principle is recognised and explained within the National Planning Practice Guidance's 'Town Centres and Retail' section (see Paragraph: 012, Reference ID: 2b-012-20190722).
- 8.14 This section of the report also explains that there is very little realistic prospect of the scheme giving rise to a 'significant adverse' impact on the vitality and viability of any surrounding defined centre. This is again reflective of the fact that the commercial uses proposed would provide for a specific market – they will serve over 6,000 new residents living in the 3,250 new dwellings proposed. The main town centre uses proposed will not therefore compete with Manchester's surrounding defined centres, which are both a considerable distance away and clearly have a different role and function – in catering

for different catchment populations. Indeed, provision of adequate amenities and complementary commercial development as part of the scheme will reduce unsustainable travel patterns for those living within Red Bank's sizable new neighbourhood.

Planning Application Proposals – Main Town Centre Use Quantum

- 8.15 A total of 6,300sqm GIA of supporting Use Classes E, F and Sui Generis floorspace is proposed as part of this application. The mix and quantum of 'main town centre' uses delivered as part of this amount of commercial floorspace will ultimately be dictated by market requirements and therefore flexibility is critically important as part of this outline planning application to assist with place making and the creation of a thriving community. The parameters plans show that the commercial floorspace will be focused at the base of the residential buildings proposed, activating these ground floor frontages. A broad mix of uses will be provided in-line with the anticipated day-to-day needs of residents, with no single main town centre use predominating. The likelihood is that this will take the form of proportionately scaled shops, convenience stores, restaurants, bars, gyms, and retail service uses (i.e. salons, hairdressers, estate agents, etc.).
- 8.16 With regards convenience (food) retail floorspace in particular, the applicant is proposing to limit (via planning condition) this to a total of 1,250sqm GIA, as part the 6,300sqm of non-residential floorspace planned. The applicant would also be prepared to accept a planning condition which prevented any individual retail convenience unit within the scheme from having a Gross Internal Area (GIA) larger than 650sqm (either by initial construction or subsequent amalgamation or sub-division).
- 8.17 Provision of a local convenience retail offer as part of a major residential development such as this is not uncommon, as it is evidently necessary to serve the day-to-day needs of the new community. However, limiting the convenience retail floorspace in the fashion suggested is considered necessary to ensure that the size of foodstore accommodated is proportionate to the new community and is incapable of competing in real terms with larger foodstores that might already underpin the health of existing defined centres elsewhere in the city's retail hierarchy.

Sequential Test

- 8.18 Paragraph 87 of the NPPF requires that the sequential test is applied to all proposals for 'main town centre uses' on sites that are not 'in' an existing centre nor allocated in an up-to-date development plan. The order of preference for the sequential test is firstly existing centres ('in-centre' locations); the second preference is 'edge-of-centre' locations, with preference given to accessible sites that are well-connected to the centre; and, finally, out-of-centre sites with preference again given to accessible sites that are well-connected to the centre.

- 8.19 The 'main town centre' uses which are proposed as part of this application are 'out-of-centre' in town centre policy terms. This therefore means that when applying the sequential test 'in', 'edge', and better connected 'out-of-centre' sites need to be examined surrounding those defined centres which serve a comparable 'catchment area'.
- 8.20 The establishment of a catchment area for the sequential test must be based on professional judgment. This is in view of the fact that the Council's Core Strategy, the NPPF, and all available planning guidance (i.e. the NPPG) are silent on the approach. We have followed a conventional and logical method of considering the extent of the catchment area likely to be served by the main town centre uses in question and then to identify alternative sites, located within or surrounding existing centres which serve an equivalent catchment, and which could accommodate the scale and form of development proposed.
- 8.21 In defining a catchment area in this case, it needs to be remembered that the rationale for the 'main town centre uses' proposed (as set out in the introductory sub-section) is to provide a complementary, proportionate retail offer that will support the day-to-day needs of a new residential population of some over 6,000 people living in the 3,250 new dwellings proposed. The floorspace proposed will take the form of small, commercial units located at the base of the residential apartment blocks and will provide shops, services and other amenities which are typical of a 'local centre' offer. Their role and function will very much be to serve the immediately surrounding 'walk-in' customer base.
- 8.22 Set against this context, it is clear in this case that there is a 'particular market and locational requirement' for the commercial uses proposed and no alternative, disconnected location could realistically meet the same market requirements that the proposed mix of main town centre uses is intended to meet. This sequential test principle is recognised and explained within the National Planning Practice Guidance's 'Town Centres and Retail' section (see Paragraph: 012, Reference ID: 2b-012-20190722).
- 8.23 Whilst a 'specific locational need' such as the one identified here does not negate the requirement to undertake the sequential test, it does mean that the centres for assessment must be proximate enough to represent a genuinely realistic alternative location to accommodate the supporting uses which are intended specifically to serve Red Bank's new populace.
- 8.24 The reality in this case is that no other defined centre within Manchester's retail hierarchy is capable of accommodating the scale and form of main town centre use floorspace proposed, whilst being proximate enough to serve the localised needs of Red Bank's new populace. For example, Manchester City Centre's retail core is well over 1km south-west of the application site via an indirect and poorly defined route for pedestrians. Meanwhile, the closest defined district centres are Harpurhey and

Cheetham Hill, which are 2.5km north-west and 2.6km north respectively. Providing the proposed commercial floorspace in any of these centres would be of no material benefit to the population of the proposed development, as they are located outside a realistic walkable catchment area, or even a short drive.

- 8.25 Drawing the above analysis together, it is evident that there is a 'locational requirement' for the scale and form of commercial development proposed to be accommodated as part of the Red Bank scheme, in order for it to support those living in this significant new residential development. Added to this is the fact that Manchester's existing network of centres do not adequately serve Red Bank. No sites or units within these centres can therefore logically be regarded as 'suitable' alternatives for the small-scale commercial uses proposed. Manchester city centre, Cheetham Hill and Harpurhey can therefore be robustly dismissed as sequentially preferable alternatives in this case.
- 8.26 In summary, it has been demonstrated that there are no more 'suitable' and 'available' more centrally located sites for the scale and form of 'main town centre' uses proposed. Compliance has therefore been demonstrated with the sequential approach to site selection as set out in Paragraph 87 of the NPPF and Policy C 9 of the Manchester Core Strategy.

Retail Impact Test

- 8.27 In relation to the retail impact test set out at Paragraph 90 of the NPPF, it is important to firstly reiterate that the Use Classes E, F and Sui Generis floorspace proposed is intended to serve a specific market. This floorspace will principally cater for the residential population of over 6,000 people within the 3,250 units proposed. The 'main town centre' uses proposed will not therefore compete directly with Manchester's surrounding centres, which are both a notable distance away and self-evidently have a different role and function.
- 8.28 The significant new population that the residential development at the site will create will in turn result in 'demand' for supporting retail and leisure uses which warrants the 'supply' of such facilities on a localised basis. The relevance of this significant new resident population to the retail impact test is that the scheme will evidently give rise to new expenditure to support the turnover of the commercial floorspace which is proposed. For example, the Socio-Economics chapter of the accompanying EIA estimates that the gross additional household expenditure generated by the new residential population would be around £58.8m per annum. Accordingly, it follows that the impact on existing retail facilities in Manchester's defined centres will be almost entirely neutral.
- 8.29 This is because the customer base of these existing centres will not be diluted by the introduction of proportionate retail and leisure floorspace at the application site, instead this new floorspace will

largely be served by an entirely new resident customer base. It is important to have regard to this context when interpreting the trading effects of the development proposals, as the significant population of Red Bank will ensure that the accompanying commercial uses will be 'self-sustaining'. This ultimately means that any impacts arising on existing floorspace in surrounding centres are highly unlikely to reach 'significant adverse' levels.

- 8.30 It is also relevant that the closest defined centres to the site are Manchester city centre, Cheetham Hill and Harpurhey, all of which contain a vastly greater quantum's of retail, leisure and commercial floorspace than is proposed as part of this application. For example, Manchester city centre is a shopping destination of regional significance with a vast catchment and is underpinned by an expansive non-food offer and nationally renowned evening economy. Meanwhile, Cheetham Hill and Harpurhey are both sizable centres geared towards meeting the retail needs of densely populated urban areas of the city through the provision of convenience goods and a wide range of service uses. These centres are a notable distance from the application site, and it is unrealistic to think that the commercial floorspace proposed at Red Bank would attract the customer base of either, or have any long-term effects on their role and function as a district centres.
- 8.31 Finally, we are not aware of any investment decisions in any of these centres which might be adversely affected by the type of complementary commercial uses being proposed by this planning application. There is therefore no realistic prospect of a significant adverse impact on existing, committed and planned public and private investment in centres within the catchment area of the proposal.
- 8.32 In view of the qualitative impact analysis set out within this section of the report, no conflict with Paragraph 90 of the NPPF is anticipated and the scheme is considered to accord with the local retail policies of the Manchester Core Strategy. The primary function of the mix of main town centre uses proposed across the application site is to serve the proposed residential population of over 6,000 people, rather than residents of surrounding Manchester centres. It logically follows that the impact on existing retail facilities in Manchester's defined centres will be largely neutral, particularly given that they clearly serve a very different customer base, role, and function to the application scheme. Manchester city centre, Cheetham Hill and Harpurhey are all highly unlikely to be adversely affected by the proposals.

Main Town Centre Use Assessment – Overall Conclusions

- 8.33 This section of the report has examined the scheme's compliance with local and national town centre policies and specifically the sequential and retail impact tests. It has been explained that the mix of main town centre uses planned as part of the Red Bank scheme is required in order to serve the major

residential development proposed. There is therefore a 'locational requirement' for the scale and form of commercial development – a sequential test principle which is recognised within the NPPG.

- 8.34 Against this context, it has been demonstrated that there are no more 'suitable' and 'available' more centrally located sites for the scale and form of 'main town centre' uses proposed. Manchester city centre, Cheetham Hill and Harpurhey have been robustly dismissed as sequentially preferable alternatives in this case.
- 8.35 It has also been explained in terms of the retail impact test that there is very little realistic prospect of the scheme giving rise to a 'significant adverse' impact on the vitality and viability of any surrounding defined centre. The main town centre uses proposed will largely serve the circa 6,000 residents of the scheme itself, rather than residents of surrounding Manchester urban areas. It logically follows that the impact on existing retail facilities in Manchester's defined city and district centres will be largely neutral.
- 8.36 Drawing all of the analysis set out within this section of the report together, it is clear that there will be no conflict with Paragraphs 87 and 90 of the NPPF. The scheme is also considered to accord with Policy C 9 of the Manchester Core Strategy.

Primary School

- 8.37 In accordance with paragraphs 95 and 96 of the NPPF, the provision of 1FE primary school at plot RB5C as part of a predominantly residential development is encouraged to help address the needs for Red Bank and the wider Victoria North regeneration scheme. A flexible approach to land use at Plot RB5C is proposed in the event that a different approach at a later stage is taken towards addressing education needs at Red Bank and the wider Victoria North regeneration scheme which means that residential development on this plot would then come forwards.

Assessment of Public Realm

- 8.38 In terms of the public realm proposed, the Design and Access Statement details that the landscape character gives Red Bank its 'sense of place' and lead to a variety of uses, contextual experiences and also forms one of the design drivers for the building character. The public realm ranges from more urban in character, at the southern end of the Site closest to Manchester City Centre/ Victoria Station, through to being more wild in character at the 'plateau' along the northern periphery of the Site.
- 8.39 The high quality public realm is described at paragraph 5.24 and accords with Core Strategy Policy EN 9 which encourages developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green

infrastructure. The public realm proposals accord with the Northern Gateway SRF which states the treatment of open space and public realm at Red Bank should reflect the urban setting of the River Irk and provide a link between the dense City Centre and its immediately adjacent open space context. Hard-landscaped squares will provide a setting to enjoy the river and its parkland amenities and form high-quality spaces for events and activities to complement an area of denser city living.

Summary

- 8.40 This Chapter of the Planning Statement has demonstrated that the quantum of non-residential development and public realm proposed as part of this application is considered wholly acceptable in terms of local and national planning policy and will contribute towards MCC's ambitions for a mixed-use neighbourhood at Red Bank. The proposals will create a high quality neighbourhood which will support a thriving community. The development accounts for sufficient provision of social and green infrastructure so as not to put any unacceptable strain on existing resources.
- 8.41 The following Chapter sets out a Blue and Green Infrastructure Statement.

9. Blue and Green Infrastructure Statement

- 9.1 Manchester City Council Green and Blue Infrastructure Strategy (2015), and Implementation Plan Refresh (2022) aims to build on investment to date and create high quality, well maintained green and blue spaces which are an integral part of neighbourhoods. The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development and within City Centre developments. The Strategy recommends that Developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.
- 9.2 The Strategy identifies this Site as being located within the “North Area”, which is recognised as having opportunities for major housing development across the neighbourhood and extending from the City Centre. Much of this is in close proximity to the Irk Valley, an important natural asset, providing a sense of place and the potential to be used to enhance connectivity to and from the centre, through new and existing residential communities.
- 9.3 Page 45 of the Implementation Plan Refresh (2022) regards Victoria North, stating the redevelopment projects will create better-connected public spaces, new and improved transport links and more homes, parks and retail spaces for the cities growing population. At the heart of Victoria North will be City River Park, which will cover 46 hectares of new and improved parkland. The park will vary in character, providing a diverse and active new recreational corridor for the community, including parks and smaller amenity spaces.
- 9.4 The Implementation Plan acknowledges that the City River Park will enhance existing habitats and create new ones for wildlife. It will be guided by climate-positive design to create results that are as carbon-neutral as possible. Connectivity and accessibility will be key, ensuring high quality pedestrian and cycle movement within the green spaces for active lifestyles and better wellbeing. The City River Park, which is located immediately adjacent to the outline application site, already benefits from consent under HIF permission ref: 133143/VO/2022 and is being proposed by MCC.
- 9.5 The proposals have taken all available opportunities to maximise green and blue infrastructure and increase habitat value on the Site. New areas of public realm will be created and the development will include a series of ecological enhancements as part of the green infrastructure provision, including management and enhancement of retained woodland, implementation of a Construction Environmental Management Plan and long term management of non-native invasive species, provision of new roosting habitat for bats, and implementation of a lighting strategy to protect bats, among other measures.

- 9.6 Interconnected with the creation of green infrastructure, the proposals also include new blue infrastructure in the form of Sustainable Drainage Systems (SuDS) features. The provision of SuDS has been considered and, where appropriate, have been included within the surface water drainage proposals. It is proposed that SuDS features will include permeable pavements, rain gardens, below ground attenuation systems and swales as part of the surface water drainage proposals.
- 9.7 In preparing the scheme proposals the design team has viewed the site as a multi-layered mosaic of habitats. A Biodiversity Net Gain Assessment prepared by TEP has been supported in support of the planning application. Using the Biodiversity Metric 3.1, the proposed development is assessed as delivering net gain on site in excess of 10% (16.68%).
- 9.8 It is proposed that:
- For Application 4 - an overarching Landscape Strategy for the outline planning permission for Application 4 and an individual 30-year Landscape and Ecology Management Plans (LEMP's) for each detailed planning permission under Application 4 are secured by way of planning condition.
- 9.9 Given the scale of green infrastructure provision proposed as part of the development proposals, the planting strategy has been broken down into a series of themes which will be applied to the different character areas throughout the Red Bank development:
- **Wildlife Friendly** - Specific species have been selected to enhance local wildlife, responding to recommendations in the ecology report.
 - **Resilience** - The urban environment needs to become more resilient to climate change and other associated environmental issues, including pollution, extreme temperature, flooding and drought. Selecting species to enhance environmental resilient is crucial for sustainability and longevity.
 - **Landscape Character** - We drew inspiration from the existing landscape character through species selection whilst offering new landscape character types. This offers a more untamed representation of nature whilst diversifying the current landscape character of the site.
- 9.10 The green infrastructure provided will ultimately contribute towards the sustainability of the proposed new built environment and has been maximised to take advantage of these benefits. The proposals are therefore in accordance with key policies CC 9, EN 8 and EN 9 of the Manchester Core Strategy as well as the intentions of Manchester's Green and Blue Infrastructure Strategy.

9.11 The following chapter assesses the scheme proposals against environmental and technical considerations.

10. Environmental and Technical Considerations

10.1 The compliance of the proposals against environmental and technical-based planning policies is considered within the comprehensive suite of individual technical reports undertaken and submitted in support of the planning application. The purpose of this section is to summarise the findings of assessments accompanying the application that have been scoped out of the ES.

10.2 A full assessment of the impacts of the development is included in the ES, which also recommends any mitigation measures that may be required as a result of the development. The ES assesses the following topics:

- Chapter 6 – Townscape and Visual
- Chapter 7 – Ecology and Nature Conservation;
- Chapter 8 – Cultural Heritage;
- Chapter 9 – Ground Conditions;
- Chapter 10 – Flood Risk and Drainage;
- Chapter 11 – Transport and Access;
- Chapter 12 – Air Quality and Dust;
- Chapter 13 – Noise and Vibration;
- Chapter 14 – Daylight, Sunlight and Overshadowing;
- Chapter 15 – Wind Microclimate;
- Chapter 16 – Socioeconomics
- Chapter 17 – Health and Wellbeing; and
- Chapter 18 – Climate Change.

10.3 The findings of the above assessments are covered within the main chapters and technical appendices of the ES and are summarised in the ES Non-Technical Summary which should be read in conjunction with this SPS. The proposed development has been designed in accordance with the findings and recommendations of the EIA. Any adverse effects identified through the assessment have been minimised as far as possible through the design process or the application of appropriate mitigation measures.

Non-EIA Technical Considerations

- 10.4 A summary of environmental and technical considerations outside the scope of the ES is provided below.

Tall Building Statement

- 10.5 A Tall Building Statement has been prepared by Avison Young, which assesses the scale of the proposed development against the requirements of Policy EN2 of the Manchester Core Strategy, the Northern Gateway SRF and Historic England's Advice Note 4 Tall Buildings (2nd Ed) published March 2022 (with the 1st edition having been published in December 2015), which updates the 'Guidance on Tall Buildings Document' published jointly by English Heritage (now Historic England) and CABI (updated version, July 2007).
- 10.6 The Tall Building Statement draws upon the findings and conclusions of the application supporting documents including the Design and Access Statement, and the Townscape and Visual and Heritage Chapters contained within the ES.
- 10.7 The Tall Building Statement concludes that the application proposals accord with Policy EN2 of the Manchester Core Strategy and the principles of Historic England's Advice Note 4 (2015) and the more detailed evaluation criteria set out in the 'Guidance on Tall Buildings' document prepared by English Heritage and CABI (updated version July 2007).
- 10.8 In summary, a total of 17 viewpoints were agreed to assess the potential visual impact of the proposed development and it has been demonstrated that the development will present a carefully considered, new build development design which protects and in many cases enhances key views and complements the character, quality and local distinctiveness of the area. The proposed development will contribute positively to the city skyline and its form will not be dominant but consistent with the wider context, in particular the wider regeneration that is planned for the Red Bank and New Town neighbourhoods as part of the Northern Gateway.
- 10.9 The site is located in an area which supports the proposed residential-led mixed use development and encourages the regeneration of the area. The site is located at a key entrance point to the Red Bank and New Town neighbourhoods and is pivotal in setting the precedent for the quality of future developments in the wider area. The scheme proposals will act as a catalyst for the future regeneration of this part of the city which is being unlocked through Government funding from the HIF Programme.
- 10.10 The proposed development enhances a 'sense of place' at the site location and proposes extensive improvements to the public realm surrounding the site, increasing permeability with both the City

Centre and the Lower Irk Valley and beyond. The inclusion of well-designed and managed external amenity space will enhance the quality of life of residents as well as increase security in the area. The outline proposals have been developed in line with the principles of the MRQG including meeting nationally described space standards, these requirements will remain adhered to as part of any subsequent detailed applications.

10.11 The proposed development will result in a high quality and credible design influenced by an extensive pre-application process and executed by an experienced consultant team and developer committed to high-quality place-making. The proposals make use of an under-utilised site which benefits from exceptional connections to public transport and is in close proximity to a significant range of shops, services and facilities in Manchester City Centre.

10.12 The application proposals have also been assessed against the requirements of the Northern Gateway SRF. Whilst some of the heights of the proposed development exceed the Red Bank Indicative Massing on page 135 of the SRF, the proposals align with the aspirations of the SRF for the following reasons:

1. In line with the SRF requirements, tall buildings proposed in this planning application are located in strategic locations in relation to transport nodes, and where visually appropriate to serve as local landmarks and to provide an active relationship to the retained viaduct.
2. The scale of the proposed buildings allow views over the Irk Valley and towards the city centre to be maximised.
3. The proposed development responds to the SRF requirements for Red Bank which is described as providing opportunities for buildings of high density with landmark structures contributing to the skyline and reflecting the neighbourhood's close proximity to the city centre, and key strategic transport nodes.
4. The SRF sets out a case of height in Red Bank and the application positively responds by proposing high density development. The city centre and the Green Quarter provide a context for high density urban form at Red Bank. Appropriate density in Red Bank will be critical to deliver sufficient accommodation to support vibrant non-residential uses. The proposed development prioritises density along primary routes to and from the city centre and new main transport nodes such as Victoria Station.

10.13 In addition, the Daylight or Sunlight Chapter in the ES accesses the impact of the scheme proposals on neighbouring properties. Paragraph 14.66 of the Chapter states:

“14.66 Access to daylight and sunlight in windows and open spaces can be optimised by reducing obstruction to natural light through design, building form, and also by the size of massing. Since the parameter-based approach is a worst-case scenario and allows some flexibility in the definition of the final massing, it will be possible to undertake further detailed studies at the detailed design stage to address the level of daylight and sunlight access to existing surrounding properties. It is important to highlight that given the context of a highly urbanised environment and that the area is characterised by a dense nature of development with tightly packed streets and buildings close to each other, this would have an inevitable effect on the availability of daylight and sunlight. It is therefore considered that the likely impacts arising from the Proposed Development would not be unusual and would be acceptable in the context of a very urban location such as this”.

10.14 In summary, the preparation of this planning application has been informed by robust environmental and technical assessment which has shaped the scale and massing of the proposals. The Tall Building Statement concludes that the proposals accord with the adopted Development Plan, notably Policy EN 2 of the adopted Core Strategy, English Heritage / CABE criteria, the principles of Advice Note 4 and the guidance contained within the Northern Gateway Strategic Regeneration Framework.

Crime Impact

10.15 A Crime Impact Statement has been prepared by GMP. The report notes that the rate of residential burglary in the local area is higher than the average for Manchester and Greater Manchester therefore it is important that measures to reduce the risk of crime are incorporated into the design of the development. A number of recommendations are made in section 3 of the report, to reduce the potential for crime and anti-social behaviour, which will be considered by the design team when more detailed plans are drawn up at detailed application stage for each of the development plots.

Energy and Sustainability

10.16 An Environmental Standards Statement has been prepared by WSP which sets out the sustainability and energy strategy for the proposed development. The report sets out various commitments that the future detailed design of the development will aim for including (among others):

- The whole of the Proposed Development will be fully electrified with heating provided by heat pumps and all residential car parking spaces to provide electric vehicle (EV) charging facilities (20% active and 80% passive infrastructure for future connection).
- The proposed development will be designed to minimise water usage and impact on urban drainage. Water supplied to the proposed development will not give rise to significant adverse

effects to the environment (particularly designated sites of European importance for nature conservation) as control and leak detection will be installed where appropriate.

- Dynamic lighting will provide for variation of colour temperature and intensity according to pre-programmed time and seasonal settings. Wildlife friendly lighting will be introduced to reduce the negative impact lighting has on nocturnal species.
- Best practice techniques to prevent and minimise waste during the design and construction phases. A site waste management plan (SWMP) will be produced by the developer to limit the on and off-site environmental impacts of construction. A target of 90% of waste to be diverted away from landfill will be established for the construction phase of the development.
- The proposed development will contribute towards more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction.
- A mobility hub is proposed within the outline planning application area, which could include facilities such as a delivery consolidation hub, cycle parking, e-cycle and e-scooter charging, cycle and scooter maintenance and a community café facility. Accessible parking for all uses (residential and non-residential) will be provided at or above the relevant local standards.

Biodiversity Net Gain

- 10.17 A Biodiversity Assessment has been prepared by TEP which uses the Biodiversity Metric 3.1 to quantify the change in biodiversity units for the Masterplan area. Previous consultation with Greater Manchester Ecology Unit (GMEU) agreed a holistic Tree Replacement, Ecology and Biodiversity Net Gain (BNG) Mitigation Strategy prepared by Avison Young which was developed and submitted to support Application 1 and was updated by Application 2. To retain a holistic approach to BNG assessment, the BNG Assessment prepared in support of this outline application provides an update on the BNG calculations for the development and is submitted in support of this outline planning application.
- 10.18 A standalone BNG assessment has been undertaken for the entire site using a pre-works baseline and Op-en's proposed Landscape Masterplan which shows FEC's illustrative landscape proposals for the residential led mixed use development at Red Bank Neighbourhood (proposed under Application 4) and their detailed landscape proposals for the New Town neighbourhood plots to the south of Dantzic Street (proposed under Application 5). The Landscape Masterplan also identifies MCC's intentions for Red Bank and shows the HIF enabling and infrastructure works and new park at St Catherine's Wood which have been granted full planning permission under Applications 1 and 2. This delivers an on-site

net gain in excess of 10% (16.68%). This standalone document is submitted in support of the planning applications.

- 10.19 It is proposed that –conditions are imposed on the outline planning permission which secure the submission of an overarching Landscape Strategy for the outline planning permission and individual 30-year Landscape and Ecology Management Plans (LEMP's) with each detailed planning permission under the outline planning permission.
- 10.20 The application proposals therefore accord with local and national planning policy relating to biodiversity including Policy EN 15 of the Manchester Core Strategy.

Fire Safety

- 10.21 A Fire Safety Statement has been prepared by Hoare Lea which presents an overview of the design principles to be considered and incorporated into the detailed design which will be the subject of detailed applications relating to the outline planning permission. Each detailed planning application will be supported by a detailed Fire Strategy Statement, and where buildings fall under the definition of a 'relevant building' under Regulation 7 (2), will be subject to consultation with HSE through the Gateway One process. All buildings will be individually assessed at the detailed design stage against the relevant guidance at the time.

Utilities

- 10.22 A Utilities Statement has been prepared by WSP in support of this outline planning application. The findings, which are summarised below, demonstrate electricity, gas, water, sewage, and data and telecommunications can be suitably provided across the outline application Site.

Electricity

- 10.23 As part of the wider planned regeneration of the Victoria North area, a strategy for the supply of power to the development plots has been developed by MCC in conjunction with Electricity North West (ENWL) via the HIF funded works. The consented HIF works include for new 3 no. 6.6kV ring mains throughout the development, fed from the ENWL Queens Park primary substation. 6.6kV connections will be taken from the ring mains into dedicated substations within each plot. A fourth ring main to serve the later phase plots is required from a new Victoria North substation, the location of which is yet to be confirmed.

Gas

- 10.24 Cadent Gas and GTC operate gas distribution infrastructure in the local area. Gas networks are typically Low Pressure (LP) and located within the streets throughout the development, although a Medium Pressure (MP) main is located in Dantzic Street. The MP main in Dantzic Street is to be diverted as part of development proposals south of Dantzic Street (Plots NT02 to NT04). This includes abandonment of some LP mains in Dantzic Street. A LP main in Hargreaves Street is to be abandoned. LP mains in Red Bank, Dantzic Street and Roger Street may require diversion or lowering to facilitate highway improvement works, subject to detailed design proposals. No new gas connections to the development plots are proposed.

Water

- 10.25 The consented HIF works proposed upgraded water distribution infrastructure to serve a number of the development plots, including new mains within the new neighbourhood road along the Plateau; new main between the new neighbourhood road and Dantzic Street; and upsizing of existing mains in Roger Street and Chase Street.

Sewerage

- 10.26 The consented HIF works include new foul sewers to serve some of the development plots, specifically a new foul sewer south of plots RB02 to RB05A/B/C, discharging to the UU combined sewer south of plot RB03; and a new foul sewer connecting plots RB01, RB12B and RB06 to the UU combined sewer in Chase Street.

Data and Telecommunications

- 10.27 The consented HIF works propose to construct a network of ducts throughout the development for the purposes of new Openreach and Virgin Media networks accessing the development plots.

Summary

- 10.28 An Environmental Statement has been prepared and submitted in support of the outline planning application as well as a series of technical assessments relating to Tall Building Assessment, Biodiversity Net Gain, Crime Impact, Energy and Sustainability, Fire Safety, and Utilities. This information demonstrates there are no technical or environmental considerations which cannot be overcome, mitigated against or suitably addressed by planning considerations.

11. Section 106 Draft Heads of Terms, Phasing and Conditions

Section 106 Draft Heads of Terms

- 11.1 It is proposed that s106 Heads of Terms will address affordable housing and off site highways improvements.

Affordable Housing

- 11.2 FEC propose that subject to viability and the provisions included in the Draft S106 Heads of Terms, the Developer shall provide 20% Affordable Housing across the development, whether the development is delivered through the making of detailed applications pursuant to the Outline Planning Permission or through the submission of detailed “drop-in” planning applications.

Off Site Highways Improvements

- 11.3 It is also proposed that a financial contribution will be secured by the S106 Agreement towards off site highways improvements as follows:
- Lord Street / Cheetham Hill Road junction – limited to adding a right turn stage into the traffic signals which will only require amendments to some of the traffic signal heads and re-programming of the traffic signal controller.
 - Lord Street / Red Bank – limited to minor kerb line changes at two corners of the junction.
- 11.4 Full details of the off-site highways works are presented in the Transport Assessment submitted in support of the planning application.
- 11.5 In circumstances where the development is delivered through the submission of detailed “drop-in” planning applications then each such planning application shall be subject to its own Section 106 Agreement which shall reflect and include the provisions accounted for within the Draft S106 Heads of Terms.
- 11.6 The S106 Agreement will be discussed and worked up with Officers during the determination of the planning application, and during the determination of any future detailed applications at the Site.

Phasing

- 11.7 Given the strategic scale of development proposed by this application, it is necessary for delivery of the scheme to be phased. The development will therefore be delivered in severable phases. This outline application is supported by an Anticipated Phasing Delivery Plan (‘APDP’) which has been prepared by

Maccreanor Lavington Architects and illustrates the expected delivery phases for the Red Bank Neighbourhood Illustrative Masterplan site. An extract of the Anticipated Phasing Delivery Plan is included at Figure 9.1 below.

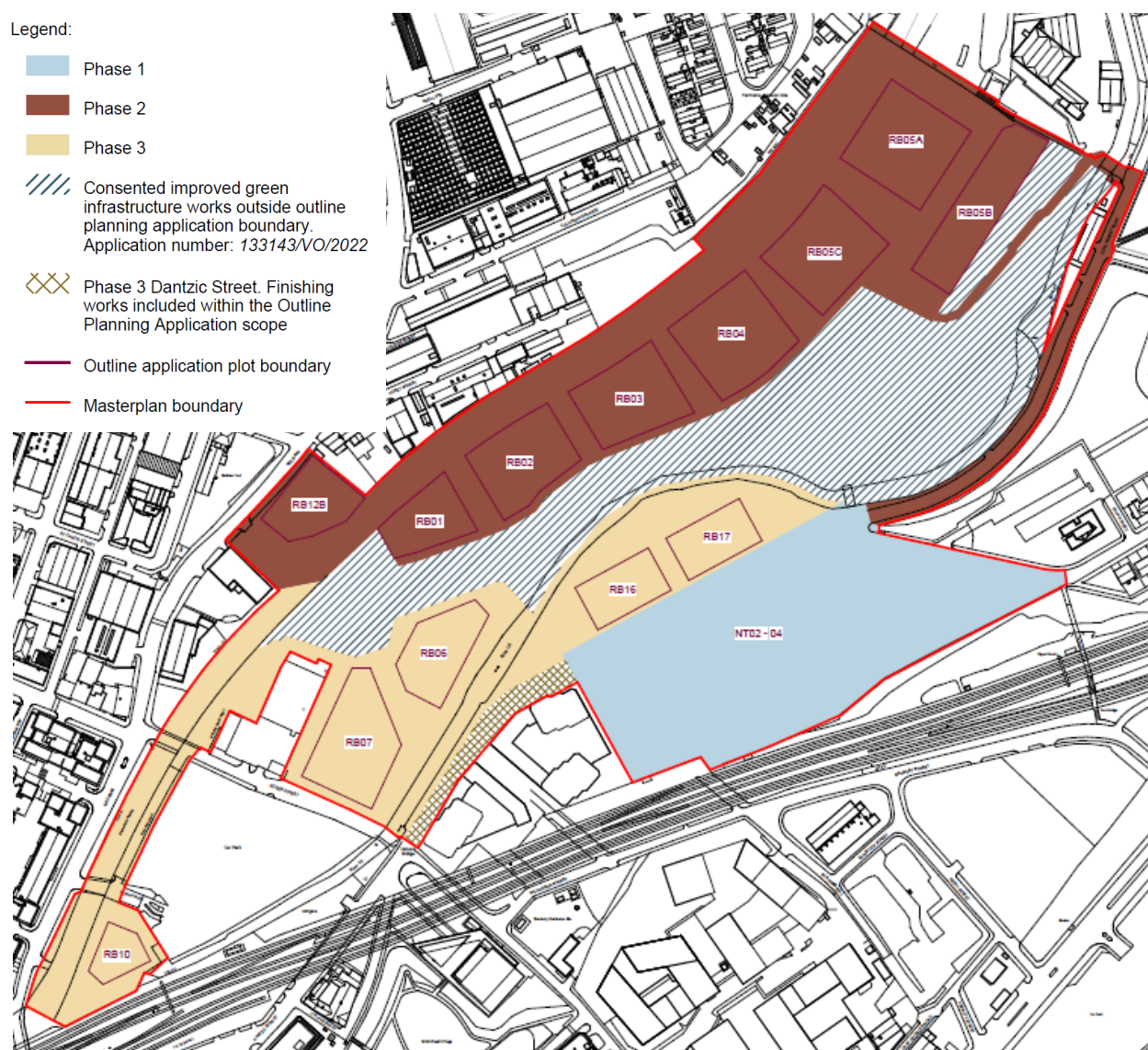


Figure 9.1: Extract from Anticipated Phasing Delivery Plan

- 11.8 Approval of the APDP plan is not sought as part of this outline application. The Plan represents the initial anticipated phasing of delivery for which the technical surveys and Environmental Statement have been based. It is proposed that a condition would be imposed on the outline planning permission which requires the submission of a definitive Phasing Plan to be provided as part of the future detailed applications.
- 11.9 The APDP shows that the anticipated delivery of the Illustrative Masterplan site will comprise the NT02-NT04 plot in New Town being delivered in the first phase. The NT02-NT04 development is being applied for as part of a separate full planning application, which will be submitted in parallel to this outline application.

- 11.10 It is anticipated that the second phase of delivery of the Illustrative Masterplan will comprise the Red Bank Plateau Neighbourhood area. The Red Bank Plateau site is contained within the boundary of the current outline application. The anticipated third and final phase of delivery of the Illustrative Masterplan is the Red Bank Viaduct neighbourhood and remainder of the New Town plots. These are also both located within the redline boundary of this current outline planning application.

Severable Phased Development

- 11.11 Given the strategic scale of the site it is anticipated that delivery of the development will come forward of a period of approximately ten years or more. The development will therefore come forwards in severable plots and as previously described, future applications at each of the respective severable development plots will take the form of either reserved matters applications or 'drop-in' full planning applications subject to agreement with the LPA. Full planning applications for changes of use if and when required to support existing and future tenants of the railway arches, and full planning applications for temporary meanwhile uses (including temporary car parking areas) may be required and will be submitted if and when required. Part of the outline application site also crosses the NT02-NT04 detailed application site to provide an evacuation route from the flood zone at RB16 and RB17.
- 11.12 In consideration of the above, and with the recent 'Hillside' Supreme Court Judgment¹ in mind, the planning application (including parameter plans) has been prepared such that future drop-in applications at the site can be accommodated. The application has been designed such that future development plots can be 'severable' within the context of the Hillside Judgment through clear phasing of the site to allow a level of flexibility for the developer going forward.

Planning Conditions

Planning Permission Timeframe

- 11.13 Due to the scale and nature of the residential led mixed use regeneration scheme, FEC require a longer planning permission timescale than the standard 3-year period for the submission of detailed applications.
- 11.14 Paragraph 027 of the PPG states:

"Under section 91 Town and Country Planning Act 1990 if the local planning authority grants planning permission it is subject to a condition that sets the time limit within which the development must begin.

The relevant time limit for beginning the development is not later than the expiration of:

¹ Hillside Parks Limited v Snowdonia National Parks Authority [2022] UKSC 30

3 years beginning with the date on which the permission is granted, or;

such other period (whether longer or shorter) as the local planning authority may impose.

The local planning authority may wish to consider whether a variation in the time period could assist in the delivery of development. For example, a shorter time period may be appropriate where it would encourage the commencement of development and non-commencement has previously had negative impacts.

The national planning policy framework encourages local planning authorities to consider imposing a shorter time period to ensure that proposals for housing development are implemented in a timely manner. A longer time period may be justified for very complex projects where there is evidence that 3 years is not long enough to allow all the necessary preparations to be completed before development can start.”

- 11.15 In line with the above guidance, FEC request the Council adopts a flexible and reasonable approach to the length of consent that it imposes.
- 11.16 In line with the PPG guidance FEC request the Council adopts a flexible and reasonable approach to the length of consent that it imposes. The standard 3 year time consent is not appropriate and a planning consent of 10 years for the submission of detailed applications is requested by FEC as this timeframe is considered appropriate given the size, nature, phasing and complexity of the development proposals.
- 11.17 As a result of the scale and mixed use nature of the proposed development, FEC will work closely with stakeholders and end users to deliver the scheme over a 10 year period. The planning application proposes up to 3,250 new homes and a mix of other uses. Once reserved matters or drop in detailed applications have been secured and site preparations have taken place, it is likely that approximately 325 dwellings a year will be built by FEC. Therefore, to ensure the development can be delivered, including the mix of uses, a 10 year permission is required.

Phased Conditions

- 11.18 If the Council is minded to approve the planning application it is important that the conditions imposed allow a phased release to development. FEC and its technical team would like to work closely with Officers to discuss and agree the structure and detailed wording of planning conditions prior to the determination of the planning application. This structure could be based upon conditions relating to the full site, and conditions relating to each of the three character areas (Red Bank Plateau, Red Bank Viaduct and New Town) or part thereof where possible, which will assist the delivery of the scheme.

12. Summary and Conclusions

- 12.1 This Planning Statement has been prepared by Avison Young (AY) on behalf of Northern Gateway (FEC) No.11 Limited ('FEC') (hereafter referred to as the 'Applicant') in support of a proposed residential-led mixed-use development on land at Red Bank, Victoria North, Manchester. The proposed development is located on an area of land to the north-east of Victoria Station, north of Dantzic Street/ Collyhurst Road, and to the south of Red Bank Road. It is immediately adjacent to Manchester City Centre and is referred to as 'Red Bank Neighbourhood' (hereafter referred to as the 'Site').
- 12.2 In April 2017, MCC selected FEC as its Joint Venture (JV) investment and delivery partner, to accelerate the delivery of the Victoria North opportunity. MCC has since approved the Northern Gateway Strategic Regeneration Framework (SRF) in February 2019, which provides a vision, core objectives and development framework to guide the regeneration of Victoria North, with a focus on the provision of housing and supporting infrastructure investment.
- 12.3 The proposal relates to part of Victoria North (formerly known as Northern Gateway), a regeneration scheme which aims to deliver up to 15,000 new homes and social and physical infrastructure on approximately 155 hectares of land between Victoria Station and Queens Park. Seven interconnected neighbourhoods are proposed as part of the Victoria North regeneration project and the proposed development relates to land within the Red Bank area controlled by the Joint Venture (JV) Partnership between FEC and Manchester City Council ('MCC').
- 12.4 The Red Bank Neighbourhood is one of the first new neighbourhoods to be delivered within Victoria North and is being brought forward by the JV partners on land in their control. It forms part of the larger Initial Development Area that will be transformed into a sustainable residential-led neighbourhood and deliver around 5,500 new homes, together with new community facilities, improved green space, new walking and cycling routes, improvements to the River Irk, and low carbon development.
- 12.5 This outline application comprises the fourth in a series of associated applications at the Site, following three planning consents (refs: 132252/VO/2021, 133143/VO/2022, and 135190/VO/2022) secured by MCC for enabling works; remediation works, the creation of development platforms and a new park at St Catherine's Wood; and for utilities infrastructure provision to ready the Site for development.

Scheme Benefits

- 12.6 Chapter 3 demonstrates that the proposed development represents a sustainable form of development on an underutilised site which will deliver a high quality, visually attractive development.

The scheme proposals will deliver substantial economic, social and environmental benefits which have been clearly set out above. The following section describes the application site and its surroundings.

Site and Surroundings

- 12.7 The application Site extends to approximately 11.21ha and comprises an irregular shaped parcel of land adjoining Manchester City Centre, to the north-east of Victoria Station. The Site has a long history of industrial uses, but, today, the Site predominantly comprises previously developed land which is earmarked by the endorsed SRF for significant residential led regeneration.
- 12.8 Significant change and regeneration are planned for the surrounding area as presented in the Northern Gateway SRF. This planning application seeks outline consent for residential-led mixed-use development. It follows three other associated applications at the Site by MCC (refs: 132252/VO/2021, 133143/VO/2022, and 135190/VO/2022) for HIF funded enabling and infrastructure works to ready and prepare the Site for residential led mixed use development.

The Proposed Development

- 12.9 The application is submitted in outline with all matters reserved. The development proposals are described in detail within the submitted DAS prepared by Maccreanor Lavington and Shulze + Grassov. A Development Specification report prepared by Avison Young relating to this outline application is also submitted (enclosed at **Appendix V**), providing a detailed description of the type of uses and quantum of development proposed by this outline planning application. The Planning Statement should be read in conjunction with these documents.
- 12.10 The application seeks outline consent, with all matters reserved, for the following elements:
- Up to 3,250 residential units (Use Class C2 and C3);
 - Up to 6,300m² GIA non-residential development across uses E, F and Sui Generis;
 - Up to 3,250m² GIA clubhouse residential amenity buildings;
 - Up to 3,250m² GIA health centre uses (Use Class E);
 - Up to 2,750m² GIA primary school use (Use Class F1(a));
 - Car and cycle parking provisions, comprising 1 cycle parking space per dwelling and 12% cycle parking provision.

- 12.11 The description of development set out on the application forms reads:

'Outline planning application with all matters reserved for a phased development across severable plots comprising residential (Use Classes C3 and C2); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works'.

12.12 Approval is sought for the Location Plan, Existing Site Plan, Demolition Plan and the suite of submitted Outline Parameter Plans. It is these plans which have been utilised in preparing the supporting technical assessments and EIA. It is envisaged that the Parameter Plans will be conditioned should planning permission be granted. All future reserved matters applications and / or full 'drop in' planning applications for each severable phase (herein collectively referred to as 'detailed planning applications') will be required to be in accordance with the approved Parameter Plans.

12.13 The suite of Parameter Plans include:

- Parameter Plan P1 – Development Plots and Public Realm (ref: RDB-MLM-00-00-DR-AR-211417);
- Parameter Plan P2 – Movement (ref: RDB-MLM-00-00-DR-AR-211418);
- Parameter Plan P3 – Use (ref: RDB-MLM-00-00-DR-AR-211419);
- Parameter Plan P4 – Maximum Building Heights (ref: RDB-MLM-00-00-DR-AR-211420); and
- Parameter Plan P5 – Site Levels (ref: RDB-MLM-00-00-DR-AR-211421).

12.14 In addition to the Parameter Plans listed above, the following plans are being submitted for approval.

- Site Location Plan (ref: RDB-MLM-00-RF-DR-AR-111001);
- Existing Site Plan (ref: RDB-MLM-00-RF-DR-AR-111002); and,
- Demolition Plan (ref: RDB-MLM-00-RF-DR-AR-111003).

12.15 An Illustrative Layout (ref: RDB-MLM-00-RF-DR-AR-211180) is also submitted with the outline planning application which shows a potential configuration of the proposed development. The Illustrative Layout is not for approval. An Indicative Phasing Plan is also submitted with the planning application.

Residential Led Development

- 12.16 Chapter 7 has demonstrated that the proposed residential-led development will make an important contribution to the regeneration of this area of the City through the comprehensive regeneration of a large scale, previously developed site to deliver up to 3,250 high quality new homes, in accordance with Core Strategy Policies SP 1, EC 1 and EC 3, and relevant NPPF policies. The principle of new residential development in this location has been demonstrated to be acceptable and supported by Core Strategy Policies H 1, H 3 and SP 1, paragraphs 60, 73 and 74 of the NPPF and the Northern Gateway SRF.
- 12.17 The residential-led development will meet an identified need for new housing in Manchester and will contribute to the Council's housing land supply in the short, medium and long term. in accordance with Policy H8 of the Manchester Core Strategy, 20% affordable housing, subject to viability, is proposed across the outline application site.

Commercial and Social Infrastructure

- 12.18 Chapter 8 has demonstrated that the quantum of non-residential development and public realm proposed as part of this application is considered wholly acceptable in terms of local and national planning policy and will contribute towards MCC's ambitions for a mixed-use neighbourhood at Red Bank. The proposals will create a high quality neighbourhood which will support a thriving community. The development accounts for sufficient provision of commercial and social infrastructure so as not to put any unacceptable strain on existing resources and provides for a new 1FE primary school, health centre and a range of other commercial, social and community uses.

Environmental and Technical Considerations

- 12.19 An Environmental Statement has been prepared and submitted in support of the outline planning application as well as a series of technical assessments relating to Tall Building Assessment, Biodiversity Net Gain, Crime Impact, Energy and Sustainability, Fire Safety, Trees, and Utilities. This information demonstrates there are no technical or environmental considerations which cannot be overcome, mitigated against or suitably addressed by planning considerations.

Summary

- 12.20 In summary this application represents the next step in the delivery of the strategically important Victoria North project, which will deliver transformational regeneration on an unprecedented scale in Manchester and help to fulfil its potential as a truly innovative, sustainable, and world-class city. £51.6m of HIF Funding has been secured to help unlock the potential for housing development at Red Bank

and this application proposes up to 3,250 dwellings supported by commercial, social and community infrastructure. This Planning Statement has demonstrated the proposal is wholly acceptable in terms of local and national planning policy and as such it is requested that the outline application is approved without delay.

Appendix I

Schedule of Supporting Drawings and Documents

Document	Date	Author
Covering Letter	April 2023	Avison Young
Application form and relevant land ownership certificate (duly signed)	April 2023	Avison Young
Design and Access Statement	April 2023	Maccleanor Lavington, Schulze+Grassov and Op-en
Planning Statement, including: - Green and Blue Infrastructure Statement; - Development specification; and, - Section 106 Heads of Terms	April 2023	Avison Young
Crime Impact Statement	February 2023	GMP
Environmental Standards Statement	April 2023	WSP
Environment Statement (chapters detailed below)	April 2023	Avison Young
Fire Strategy Statement	March 2023	Hoare Lea
Local Labour Agreement Form	April 2023	Avison Young
Statement of Community Involvement	April 2023	Counter Context
Sustainability Strategy	April 2023	WSP
Tall Building Statement	April 2023	Avison Young
Biodiversity Net Gain Assessment	April 2023	TEP
Utilities Statement	April 2023	WSP
Environment Statement Chapters	Date	Autor
Townscape and Visual Impact (Chapter 6)	April 2023	OPEN
Ecology and Nature Conservation (Chapter 7), including: - Arboricultural Impact Assessment	April 2023	TEP
Cultural Heritage (Chapter 8)	April 2023	WSP
Ground Conditions (Chapter 9)	April 2023	WSP

Flood Risk and Drainage (Chapter 10)	April 2023	WSP
Transport and Access (Chapter 11)	April 2023	WSP
Air Quality and Dust (Chapter 12)	April 2023	WSP
Noise and Vibration (Chapter 13)	April 2023	WSP
Daylight, Sunlight and Overshadowing (Chapter 14)	April 2023	WSP
Wind Microclimate (Chapter 15)	April 2023	WSP
Socio-Economics (Chapter 16)	April 2023	WSP
Health and Wellbeing (Chapter 17)	April 2023	WSP
Climate Change (Chapter 18)	April 2023	WSP
Drawings for Approval	Reference	Author
Parameter Plan P1- Development Plots and Public Realm	RDB-MLM-00-00-DR-AR-211417	Macreanor Lavington
Parameter Plan P2- Movement	RDB-MLM-00-00-DR-AR-211418	Macreanor Lavington
Parameter Plan P3- Use	RDB-MLM-00-ZZ-DR-AR-211419	Macreanor Lavington
Parameter Plan P4- Building Heights	RDB-MLM-00-RF-DR-AR-211420	Macreanor Lavington
Parameter Plan P5- Site Levels	RDB-MLM-00-00-DR-AR-211421	Macreanor Lavington
Existing Site Plan	RDB-MLM-00-RF-DR-AR-111002	Macreanor Lavington
Site Location Plan	RDB-MLM-00-RF-DR-AR-111001	Macreanor Lavington
Demolition Plan	RDB-MLM-00-RF-DR-AR-111003	Macreanor Lavington
Drawings not for Approval	Reference	Author
Illustrative Masterplan	RDB-MLM-00-RF-DR-AR-211180	Macreanor Lavington

Appendix II

Pre-Application Engagement

Appendix II- Pre-Application Engagement Summary

Both the outline application at Red Bank Neighbourhood (Application 4) and the detailed application at Plots NT02-NT04 (Application 5) are supported by a 'global' Statement of Community Involvement ('SCI') prepared by Counter Context. This Appendix provides a summary of the SCI.

The extensive consultation which has been undertaken is in accordance with both the National Planning Policy Framework (NPPF) (2021) and with Manchester City Council's adopted Statement of Community Involvement (2018). This document fulfils the requirement for a consultation supporting statement that summarises the methods used, the representations received, and the changes made to the proposals as a result of feedback submitted.

In addition to the requirement for pre-application community consultation set out by national and local authorities, the Applicant recognises that local people can make a valuable contribution to the proposals by offering their local knowledge and raising issues that may not have been considered by the Applicant or Project Team, in many cases resulting in a stronger set of proposals.

At the beginning of the development process, the Applicant and its team set out to undertake a transparent and meaningful consultation with the local community.

The Applicant's consultation strategy sought to draw together the different aspects of the scheme being progressed through separate planning applications in order to create a cohesive and easy-to-follow consultation process to ensure local communities and interest groups can genuinely influence the development of the plans. Four progressive phases of consultation were undertaken to inform planning applications at different stages.

- October 2021: First stage of consultation to introduce the vision for Red Bank, the emerging designs for the City River Park (to be applied for by MCC) and the consultation process;
- December 2021: Second stage of consultation on the Red Bank masterplan principles and the detailed design for the City River Park (to be applied for by MCC);
- March 2022: Submission of the main HIF planning application submitted by MCC and updates to communities and stakeholders;
- October 2022: Third stage of consultation on the updated masterplan (ahead of the submission of the outline application – Application 4) and early design ideas for NT02-4 (Application 5). Also an opportunity to share information about the proposed flood defence and alleviation works;
- Jan/Feb 2023: Fourth stage of consultation on the detailed design proposals for NT02-4 (Application 5), ahead of the submission of a planning application in April 2023.

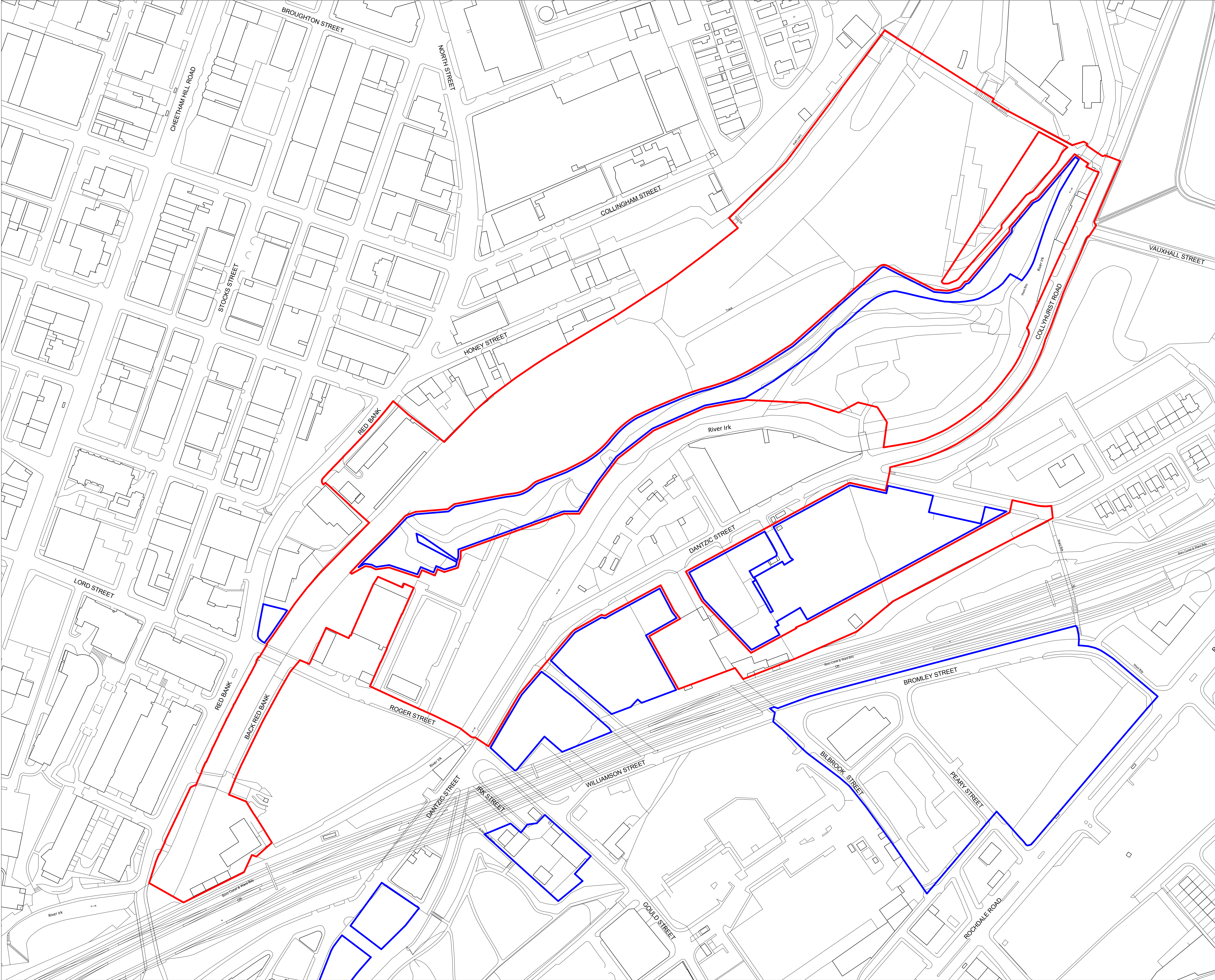
Feedback from the pre-application consultation has been considered by the Applicant on an ongoing basis to ensure that the issues raised could be addressed during the development of the proposals. The multi-phase approach to consultation ensured that feedback was received at a time when it could meaningfully contribute to the direction of several key elements of the project.

At each phase of consultation, a combination of closed and open questions allowed respondents to register their support or opposition for the proposals presented and comment further to provide feedback. Across all phases of consultation, feedback was generally positive, with overwhelming support

for the proposals in responses to closed questions. Those who commented further noted their support for particular areas of the proposals, including the delivery of new homes, provision for community amenities and infrastructure to support the new neighbourhoods, new walking and cycling routes, open green space and high quality public realm.

Appendix III

Site Location Plan



© Maccreanor Lavington Ltd.

Do not scale from this drawing. Verify all dimensions on site. Drawing should be read in conjunction with information from all other design consultants and contractors. All drawings in digital format are for reference only, paper copies are available on request.

0 25 75m

1

FOR APPROVAL

Legend:

- Outline planning application boundary
- Land owned or controlled by applicant

P1	Issued for Planning	AE	BC	21/04/23
Rev	Details	Drwn	Chkd	Date

MACCREANOR LAVINGTON

Proj. No.
524

Sheet Name
Site Location Plan

Project
Red Bank Manchester

Status
Issued for Planning

Client
FEC

CDE ID
RDB-MLM-00-RF-DR-AR-111001

Scale
1:1250

Size
A1

Rev
P1

Appendix IV

Planning History

Reference	Description	Outcome
132252/VO/2021	City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood.	Approved December 2021.
133143/VO/2022	City Council Development for the creation of development platforms, including remediation and earthworks, and change in site levels, to allow delivery of future residential-led development at the Red Bank Neighbourhood, together with the construction of a new road and priority junction from Red Bank, new drainage infrastructure, utility and services connections and diversions, preparatory tree and shrub clearance, and demolition of certain existing structures, along with the creation of new and improved green infrastructure and landscaping including the improvements of St Catherine's Wood to form part of a City River Park, and other associated works.	Approved July 2022.
134730/NMC/2022	Non material amendment to planning permission 133143/VO/2022 to amend triggers within condition 21.	Approved August 2022.
135190/VO/2022	City Council Development for utility and services connections and diversions to Dantzig Street,	Approved December 2022.

	Dalton Street and Collyhurst Road associated with the delivery of future residential-led development at the Red Bank Neighbourhood, Victoria North.	
--	---	--

Appendix V
Specification

Development

RED BANK OUTLINE PLANNING APPLICATION

Development Specification

April 2023



Far East
Consortium



Red Bank – Outline Application Development Specification

April 2023

Contents

1.	Introduction	3
2.	Outline Application Area	3
3.	Type of Planning Application.....	3
4.	Quantum of Residential Development	4
5.	Residential Mix	4
6.	Quantum of Non-Residential Uses	4
7.	Quantum of Clubhouse Buildings	5
8.	Quantum of Health Centre Use	5
9.	Quantum of Primary School Use	5
10.	Quantum of Cycle Parking.....	6
11.	Quantum of Car Parking	6

Appendices

Appendix 1	Red Edge Location Plan (Outline Application)
Appendix 2	Suite of Outline Parameter Plans
Appendix 3	Schedule of Application Submission Documents (Outline Application)
Appendix 4	Use Class Schedule of Non-Residential Uses (Outline Application)

Report title: Development Specification

Prepared by: Ed Harvey

Status: Final

Draft date: 20 April 2023

For and on behalf of Avison Young (UK) Limited

Red Bank Outline Planning Application

1. Introduction

- 1.1 This Development Specification has been prepared by Avison Young ('AY') and Maccreanor Lavington ('MLM') on behalf of Far East Consortium ('FEC') to inform the preparation of the technical assessments to support an outline planning application proposed residential led mixed use development at Red Bank, Manchester.
- 1.2 The Development Specification provides details covering:
- Outline Application Area
 - Type of Planning Application
 - Quantum of Residential Development
 - Indicative Residential Mix
 - Quantum of Non-Residential Uses
 - Quantum of Clubhouse Buildings
 - Quantum of Health Centre Use
 - Quantum of Primary School Use
 - Quantum of Cycle Parking
 - Quantum of Car Parking
- 1.3 The Development Specification for each component is provided below.

2. Outline Application Area

- 2.1 The outline application boundary as drawn on the Site Edge Red Location Plan attached at **Appendix 1** extends to 11.21 hectares (27.7 acres).

3. Type of Planning Application

- 3.1 The type of planning application will be an outline planning application with all matters reserved.
- 3.2 Approval will be sought for the suite of Parameter Plans attached at **Appendix 2** which should be used for undertaking the technical assessments. The suite of Parameter Plans include:
- Parameter Plan P1 – Development Plots and Public Realm
 - Parameter Plan P2 – Movement
 - Parameter Plan P3 – Use
 - Parameter Plan P4 – Maximum Building Heights
 - Parameter Plan P5 – Site Levels
- 3.3 An Illustrative Masterplan will be submitted with the outline planning application which shows a potential configuration of the proposed development. The Illustrative Masterplan will not be for approval. An Indicative Phasing Plan will also be submitted with the planning application which will show the phases referred to in the EIA Strategy Note. A condition will be imposed on the outline planning permission which requires the submission of a Detailed Phasing Plan.

- 3.4 The suite of documents required in support of the outline planning application is provided at **Appendix 3**.

4. Quantum of Residential Development

- 4.1 The outline planning application will seek approval for *up to* 3,250 residential units (use classes C3 and C2) across the site.
- 4.2 Parameter Plan P3 – Use defines the residential development as follows:
- Development plot use class C3 (predominately) or C2 (yellow colour)
 - Ground floor frontage use class C3 (predominantly) or C2 (light brown colour)
 - Ground floor frontage either use class F1(a), C3 or C2 (green colour)
 - Ground floor frontage either use class E, F1(a), SG or C2/C3 entrance / residential amenity (red colour)
 - Ground floor frontage either use class E, F, SG or C2/C3 entrance / residential amenity (light blue colour)
 - Development plot either (predominantly) use class F1(a), C3 or C2 (yellow and green stripped)
 - Development plot (predominately) use class C3 or C2 with non-residential uses up to second floor to include uses classes E, F and SG (yellow with green hatch)

5. Residential Mix

- 5.1 Manchester City Council ('MCC') has requested that Residential Mix forms part of the Development Specification. For the purpose of preparing this outline planning application, the residential mix is:

Table 1: Outline Application Residential Mix

Property Size	Amount
1 Bedroom Property	25%
2 Bedroom Property	63%
3 Bedroom Property	12%

6. Quantum of Non-Residential Uses

- 6.1 A mix of uses are proposed as part of the development. Attached at **Appendix 4** is a Use Class Schedule of Non-Residential Uses for which outline planning permission is sought.
- 6.2 The outline planning application will seek approval for the following amounts of class E, F and Sui Generis uses as specified on the schedule at Appendix 4:

Table 2: Outline Non-Residential Uses Quantum

Floor Area	Use Classes E, F and Sui Generis
Gross Internal Area	Up to 6,300 sq m

Gross External Area	Up to 7,000 sq m
---------------------	------------------

6.3 Parameter Plan P3 – Use defines the residential development as follows:

- Ground floor frontage either use class E, F1(a), SG or C2/C3 entrance / residential amenity (red colour)
- Ground floor frontage use class E, F or SG of C2/C3 entrance / residential amenity (light blue colour)
- Ground floor outdoor market (use classes E and SG)
- Development plot (predominately) use class C3 or C2 with non-residential uses up to second floor to include uses classes E, F and SG (yellow with green hatch colour)

7. Quantum of Clubhouse Buildings

7.1 Standalone clubhouse buildings are proposed which will provide amenity for the residents of the development.

7.2 The outline planning application will seek approval for:

Table 3: Outline Clubhouse Buildings Quantum

Floor Area	Clubhouse Residents Amenity
Gross Internal Area	Up to 3,250 sq m
Gross External Area	Up to 3,600 sq m

8. Quantum of Health Centre Use

8.1 The outline planning application will seek approval for health centre uses (Use Class E) as follows:

Table 4: Outline Health Centre Use Quantum

Floor Area	Health Centre Uses (Use Class E)
Gross Internal Area	Up to 3,250 sq m
Gross External Area	Up to 3,600 sq m

8.2 Parameter Plan P3 – Use defines the residential development as follows:

- Ground floor frontage use class E, F or SG of C2/C3 entrance / residential amenity (light blue colour)
- Development plot (predominately) use class C3 or C2 with non-residential uses up to second floor to include uses classes E, F and SG (yellow with green hatch colour)

9. Quantum of Primary School Use

9.1 The outline planning application will seek approval for a primary school (Use Class F1(a)) as follows:

Table 5: Outline Quantum of Primary School Use

Floor Area	Primary School (Use Class F1(a))
Gross Internal Area	Up to 2,750 sq m
Gross External Area	Up to 3,000 sq m

9.2 Parameter Plan P3 – Use defines the residential development as follows:

- Ground floor frontage either use class F1(a), C3 or C2 (green colour)
- Ground floor frontage either use class E, F1(a), SG or C2/C3 entrance / residential amenity (red colour)
- Development plot either (predominately) use class F1(a), C3 or C2 (yellow and green stripped)

10. Quantum of Cycle Parking

10.1 The amount of cycle parking proposed as part of the outline planning application is:

- 1 secure cycle space per residential property (total *up to* 3,250 cycle spaces)

11. Quantum of Car Parking

11.1 The amount of car parking proposed as part of the outline planning application is 12% which comprises:

- Up to 325 spaces for the residential development proposed by the outline application
- Up to 25 spaces for the non-residential development proposed by the outline application
- 52 spaces for the proposed NT02-NT04 full application

Red Bank Outline Planning Application

Non-Residential Uses Schedule

December 2022

Non-Residential Uses

Use	Use Class	Use Class Order Description
Retail (food and non food)	E(a)	Display or retail of goods, other than hot food
Eating and Drinking Establishments	E(b)	Sale of food and drink for consumption (mostly on premises)
Financial Services	E(c)(i)	Financial Services
Professional Services	E(c)(ii)	Professional Services (other than health or medical services)
Other Commercial, business or service	E(c) (iii)	Other appropriate services in a commercial, business or service locality
Indoor sport, Recreation and Fitness	E(d)	Indoor sport, recreation, fitness (not involving motorized, vehicles or firearms or use as a swimming pool or skating rink)
Medical / Health	E(e)	Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)
Creche, Day Nursery or Day Centre	E(f)	Creche, day nursery or day centre (not including a residential use)
Offices, Research and Development and Industrial Processes	E(g)	Uses which can be carried out in a residential area without detriment to its amenity
Learning and Non-Residential Institutions	F1	Uses including education (F1(a)), display of works of art (F1(b)), museums (F1(c)), public libraries (F1(d)), public halls (F1(e)), public worship (F1(f))
Local Community	F2	Uses including shops (selling essential goods) where the premises do not exceed 280 sq m and there is no other such facility within 1000m (F2(a)), halls or meeting places for the principal use of the community (F2(b)).
Launderette	Sui Generis	
Public Houses, Wine Bars, Drinking Establishments	Sui Generis	
Drinking Establishments with Expanded Food Provision	Sui Generis	
Hot Food Takeaways	Sui Generis	

Health Centre Use

Use	Use Class	Use Class Order Description
Medical / Health	E(e)	Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)

Primary School Use

Use	Use Class	Use Class Order Description
Primary School	F1(a)	Provision of education

Appendix VI

Policy Schedule

Policy Schedule

Assessment against the key Local Plan policies, including those related to the principle of development at the site, have been considered within the body of the Planning Statement report. This schedule provides an overview of the other local policies and national planning policy relevant to the Proposed Development and the scheme's compliance with the relevant policies.

Policy	Appraisal	Policy Compliant
Manchester Core Strategy (2012)		
EC 4- North Manchester	Policy EC 4 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 c.7,000 sqm of commercial space which will accommodate employment generating uses.	Yes
T 1- Sustainable Transport	Policy T 1 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;	Yes

	- 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 Planning Statement and Transport Statement, the proposed development is positioned in a highly sustainable location with a wide range of facilities accessible by public transport, on foot and by bicycle.	
T 2- 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 Planning Statement and Transport Statement demonstrate that the proposed development is positioned in a highly sustainable location with a wide range of facilities accessible by public transport, on foot and by bicycle. The application is supported by a Transport Assessment and Travel Plan which confirm that the proposal complies with the requirements of this policy.	Yes
EN 1- 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 proposed scheme has been designed to provide a high-quality residential-led development which adheres to the requirements of this policy. An appraisal of the design parameters of the scheme is included within the Design and Access Statement submitted in support of this application.	
EN 3- Heritage	Policy EN 3 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 neighborhoods, 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 Cultural Heritage Assessment as part of the Environmental Statement ('ES') which assesses the potential heritage impact on the identified heritage assets. The Assessment demonstrates that the Proposed Development will preserve and enhance the historic environment in accordance with Policy EN 3.	Yes
EN 4- Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	Policy EN 4 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. • This application is supported by an Environmental Standards Statement has been prepared by WSP which demonstrates how the development will incorporate Sustainable Design and resource efficiency measures in accordance with the Energy Hierarchy. The report sets out various commitments that the future detailed design of the development will aim for. The Environmental Standards Statement demonstrates the proposal will accord with the requirements of Policy EN 4.	Yes

EN6- Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies	This policy states that applications for residential development of 10 or more units will be expected to provide an Energy Statement/ Environmental Standards 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 Statement must demonstrate how the development meets the domestic CO2 emissions reductions targets provided in this policy. This application is supported by an Environmental Standards Statement prepared by WSP which demonstrates how the development will incorporate Sustainable Design and resource efficiency measures in accordance with the Energy Hierarchy. The report sets out various commitments that the future detailed design of the development will aim for. The Environmental Standards Statement demonstrates the proposal will accord with the requirements of Policy EN 4.	Yes
EN 8- Adaption to Climate Change	Policy EN 8 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 EN 6, subject to sufficient evidence to quantify their contribution to compliance. The supporting Design and Access Statement and Environmental Standards Statement illustrate that the proposed development has been designed to maximise energy efficiency and be adaptable to climate change.	Yes
EN 9- Green Infrastructure	This policy states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It states that where the opportunity arises, and in accordance with current Green Infrastructure Strategies, the Council will encourage developers to enhance the quality and quantity of green Infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.	Yes

	This application is supported by a high quality, cohesive landscaping scheme. The public realm accords with Core Strategy Policy EN 9 as it enhances the quality and quantity of green infrastructure, improves the performance of its functions and creates and improves linkages to and between areas of green infrastructure. The public realm proposals accord with the Northern Gateway SRF which states the treatment of open space and public realm at Red Bank should reflect the urban setting of the River Irk and provide a link between the dense City Centre and its immediately adjacent open space context. Hard-landscaped squares will provide a setting to enjoy the river and its parkland amenities and form high-quality spaces for events and activities to complement an area of denser city living.	
EN 14- Flood Risk	Policy EN 14 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. 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. Chapter 7 of the Environment Statement submitted in support of this application regards Drainage and Flood Risk. The assessment covers both the demolition and construction and operational phase of the Proposed Development as well as the likely significant effects the Proposed Development will have with the cumulative schemes and the SRF. Receptors of the environmental effects that could potentially arise from the Proposed Development have been identified and the effect of the Proposed Development to these receptors has been examined. Where required, appropriate mitigation has been explored and a review of the residual effects (once the recommended mitigation measures have been implemented) has been undertaken.	Yes

	The majority of potential impacts associated with the Proposed Development will be mitigated through 'embedded mitigation' measures designed into the development, as well as additional mitigation, including the implementation of a CEMP. Chapter 7 of the ES therefore demonstrates the proposed development accords with the requirements of Policy EN 14.	
EN 16- Air Quality	Policy EN 16 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 part of the ES, the proposed development site is not 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.	Yes
EN 17- 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	Yes

	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.	
EN 18- 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 this application. These reports demonstrate that there are no ground conditions constraints to the proposed development subject to appropriate remediation.	Yes
EN 19- Waste	Policy EN 19 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. This will be further developed once a contractor has been selected.	Yes
PA 1- Developer Contributions	This policy states that, where needs arise as a result of development, the Council may seek contributions, with priority assessed on a site-by-site basis for the following:	Yes

	• Affordable Housing • Education • Health and wellbeing facilities • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation/adaption. The application is supported by Draft Section 106 Heads of Terms which contained within the submitted Planning Statement.	
DM 1- 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 detailed in the ES and summarised at Chapter 12 of this Planning Statement.	Yes
Saved Policies of the Unitary Development Plan (2004)		

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.	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 of adjacent land, and where appropriate, by the preservation of trees and landscape features. This application is supported by a Cultural Heritage Assessment as part of the Environmental Statement ('ES') which assesses the potential heritage impact on the identified heritage assets. It demonstrates that at the completed development phase, the proposed development will preserve and enhance any identified heritage assets.	Yes
Citywide Development Control Policy DC20.1 – Archaeology	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	Yes

	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. The Archaeology and Heritage Assessment submitted as Chapter 7 of the Environment Statement demonstrates the proposal will not result in any negative impacts on archaeological remains, the assessment assumes that the required archaeological work in the HIF applications have been completed.	
Citywide Development Control Policy DC26.1 – Development and Noise	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 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 on neighbouring sensitive receptors.	Yes
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 on neighbouring sensitive receptors.	Yes
National Planning Policy Framework (2021)		

Chapter 2: Achieving sustainable development	Paragraph 11 of the NPPF relates to sustainable development and states that: <i>"Plans and decisions should apply a presumption in favour of sustainable development... For decision-taking this means:</i> <i>• approving development proposals that accord with an up-to-date development plan without delay; or</i> <i>• where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date¹, granting permission unless:</i> <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</i> <i>• 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."</i> This proposal has been shown to align with all relevant policies of the adopted Core Strategy and as such, in accordance with Chapter 2 of the NPPF the application should be approved without delay. The application is supported by a suite of reports which demonstrate the proposal would not result in any adverse impacts that cannot be adequately mitigated.	Yes
Chapter 5: Delivering a sufficient supply of homes	Paragraph 60 of the NPPF relates to delivering a sufficient supply of homes and states that, <i>"To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay."</i> This proposal is for a residential-led development, which would provide up to 3,250 homes in an area where there is an identified need. As such, this proposal will contribute towards delivering a sufficient supply of homes in accordance with Chapter 5 of the NPPF.	Yes

Chapter 6: Building a strong, competitive economy	Paragraph 81 of the NPPF regards building a strong and competitive economy and states, <i>“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”</i> This proposal includes up to 7,000m² of non-residential floorspace which will be of flexible use across either Use Class E, F, and Sui Generis. This will increase economic output in the area and will contribute towards the creation of a strong and competitive economy in accordance with Chapter 6 of the NPPF.	Yes
Chapter 8: Promoting healthy and safe communities	Paragraph 92 of the NPPF states planning decisions should aim to achieve healthy, inclusive and safe places which: - promote social interaction; - are safe and accessible; and, - enable and support healthy lifestyles. This proposal has been comprehensively designed to be supported by high quality, functional public realm and green infrastructure provisions. The public realm has been designed to provide opportunities for interactions between members of the community. The proposal is supported by a Crime Impact Statement which demonstrates the scheme has been designed to decrease opportunities for crime and antisocial behavior. The proposal has significant pedestrian and cycling infrastructure, as well as a considerable provision of green space, this will enable and support a healthy lifestyle. As such the proposal is demonstrated to have been designed in accordance with Chapter 8 of the NPPF as it will promote a healthy and safe community.	Yes
Chapter 9: Promoting sustainable transport	Paragraph 110 of the NPPF states in assessing applications for development it should be ensured that: - appropriate opportunities to promote sustainable transport are taken up; - safe and suitable access to the site can be achieved for all users;	Yes

	- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance; and, - any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph 111 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The proposal is supported by a Transport Assessment and Travel Plan prepared by WSP. These documents in combination demonstrate the site is located within a highly sustainable location, to encourage the use of sustainable transport. The proposal will not result in any highways safety impacts or have any negative impacts on the road network. Street, parking areas and other transport elements have been designed to reflect current national and local planning guidance.	
Chapter 11: Making effective use of land	Paragraph 119 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment. This proposal comprises the development of a brownfield site within a highly sustainable location, in close proximity to Manchester City Centre. As such, this proposal will accord with Chapter 11 of the NPPF as it is a direct example of making effective use of land.	Yes
Chapter 12: Achieving well-designed places	Paragraph 130 of the NPPF includes a list of criteria which planning decisions should ensure developments adhere to. These criteria include the following: • Functioning well over the lifetime of the development; • Being visually attractive as a result of good architecture, layout and landscaping; • Being sympathetic to local character and history;	Yes

	- Establishing a strong sense of place; and, - Creating places which are safe, inclusive and accessible. As described within the DAS this proposal has been thoughtfully designed to be of an excellent quality, in terms of both functionality and appearance. The proposal is supported by a TVIA Assessment and Heritage Assessment which demonstrates the proposal sits appropriately within its surroundings. The proposal will create a strong sense of place within Red Bank Neighborhood and has been designed to be safe, inclusive and accessible to all.	
Chapter 15: Conserving and Enhancing the Natural Environment	Paragraph 174 deals with the natural environment and states that planning policies and decisions should contribute to and enhance the natural and local environment by (among others) minimising impacts on and providing net gains for biodiversity and helping to improve local environmental conditions. The Environment Statement contains a Chapter relating to Ecology and in addition a standalone Biodiversity Net Gain Assessment has been prepared in support of this application. These documents demonstrate the proposal will improve the local environment conditions and result in a biodiversity net gain of at least 10%. The proposals are therefore shown to align with Chapter 15 of the NPPF.	Yes
Chapter 16: Conserving and enhancing the historic environment	Paragraph 197 of the NPPF states in determining applications, local planning authorities should take account of: - the desirability of sustaining and enhancing the significance of heritage assets; - the positive contribution that conservation of heritage assets can make to sustainable communities including economic viability; and, - the desirability of new development making a positive contribution to local character and distinctiveness.	Yes

	This application is supported by a Cultural Heritage Assessment as part of the Environmental Statement ('ES') which assesses the potential heritage impact on the identified heritage assets. It demonstrates that at the completed development phase, the proposed development will preserve and enhance any identified heritage assets.	
--	--	--

Contact details

Enquiries

Ed Harvey
Ed.harvey@avisonyoung.com

Visit us online
avisonyoung.com

Avison Young

Norfolk House, 7 Norfolk Street, Manchester M2 1DW

Copyright © 2022. Avison Young. Information contained in this report was obtained from sources deemed reliable and, while thought to be correct, have not been verified. Avison Young does not guarantee the accuracy or completeness of the information presented, nor assumes any responsibility or liability for any errors or omissions therein. All opinions expressed and data provided herein are subject to change without notice. This report cannot be reproduced, in part or in full, in any format, without the prior written consent of Avison Young.