

NT02-04 NEW TOWN, VICTORIA NORTH

FULL PLANNING APPLICATION

Planning Statement

April 2023



Far East
Consortium



Planning Statement

NT02-NT04 New Town, Victoria North, Manchester

Full Planning Application for Residential-Led Mixed-Use Development

April 2023

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Report title: Planning Statement

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Draft date: 24 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 Far East Consortium International Limited (FEC) (hereafter referred to as the 'Applicant') in support of a proposed residential-led mixed-use development on land to the south of Dantzic Street, Victoria North, Manchester. The proposed development is located on an area of land to the south Dantzic Street/ Dalton Street and to the north of the railway line. The Site is approximately 500m north east of Manchester City Centre/ Manchester Victoria Train Station. The Site is also referred to as Plots 'NT02-NT04' of the New Town Neighbourhood (hereafter referred to as the 'Site').
- 1.2 The proposal relates to part of Victoria North (formerly referred to 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 New Town 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.

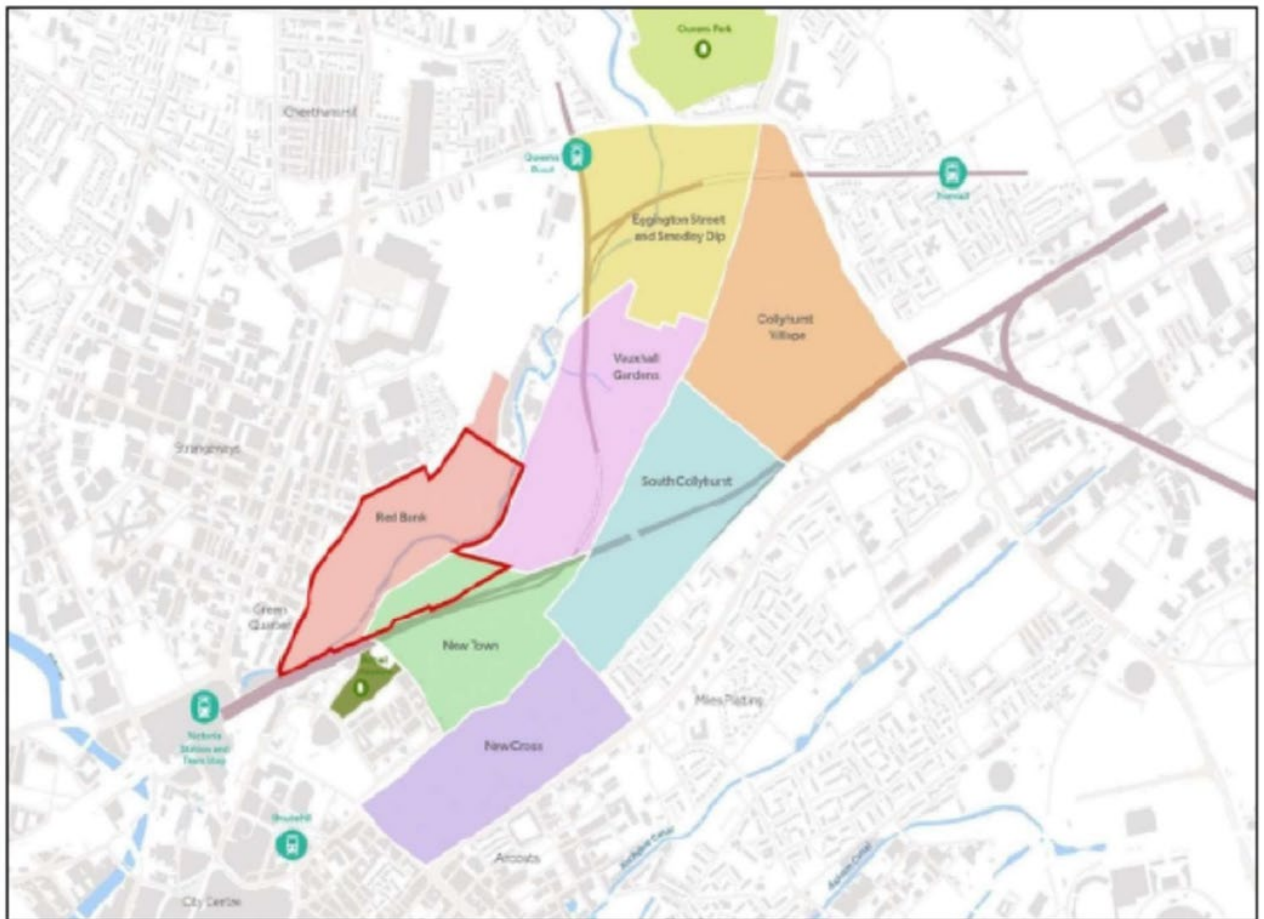


Figure 1.1: Neighbourhoods of the SRF with red line to indicate the Initial Development Area

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. 4,500 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 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, 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 detailed application is the fifth planning application submitted in relation to the redevelopment of the Red Bank and New Town neighbourhoods. It is the second application submitted by the Applicant following the previous grant of three planning permissions obtained by MCC at land adjacent to the site for the HIF works 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.

1.10 This application is being submitted in parallel to ‘Application 4’ which relates to 11.21 hectares of land immediately north of the current application Site, which seeks outline consent for residential-led mixed use development of up to 3,250 residential units at the Red Bank Neighbourhood.

Red Bank Neighbourhood Illustrative Masterplan

- 1.11 Maccleanor Lavington Architects and Schulze + Grassov Urban Designers have been commissioned by the Applicant to produce a cohesive Illustrative Masterplan for Red Bank. The masterplan area is included at Figure 1.2 below and includes the application Site. A copy of the Site Location Plan is enclosed at **Appendix III**.



Figure 1.2: Red Bank Illustrative Masterplan Boundary

- 1.12 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 sustainably. 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.

1.13 The plans for 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 the 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 Irk to enhance the river environment;
- Improvements to Dantzic Street including traffic calming measures to encourage active travel and reduce car dominance;
- A new sustainable neighbourhood enabling zero carbon.



Figure 1.3: Red Bank Neighbourhood Illustrative Masterplan

NT02-NT04 Full Planning Application

- 1.14 This Planning Statement relates to the full planning application seeking consent for residential led buildings 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 dwellings in the form of apartments, townhouses and maisonettes and will be supported by resident's amenity space within a 'clubhouse' together with flexible non-residential uses at lower levels.
- 1.15 The full application site has an area of 2.81 hectares (6.94 acres) and is located to the south of Dantzic Street adjacent to the outline application site. Figure 1.4 below shows the boundary of the New Town NT02-NT04 full application boundary.

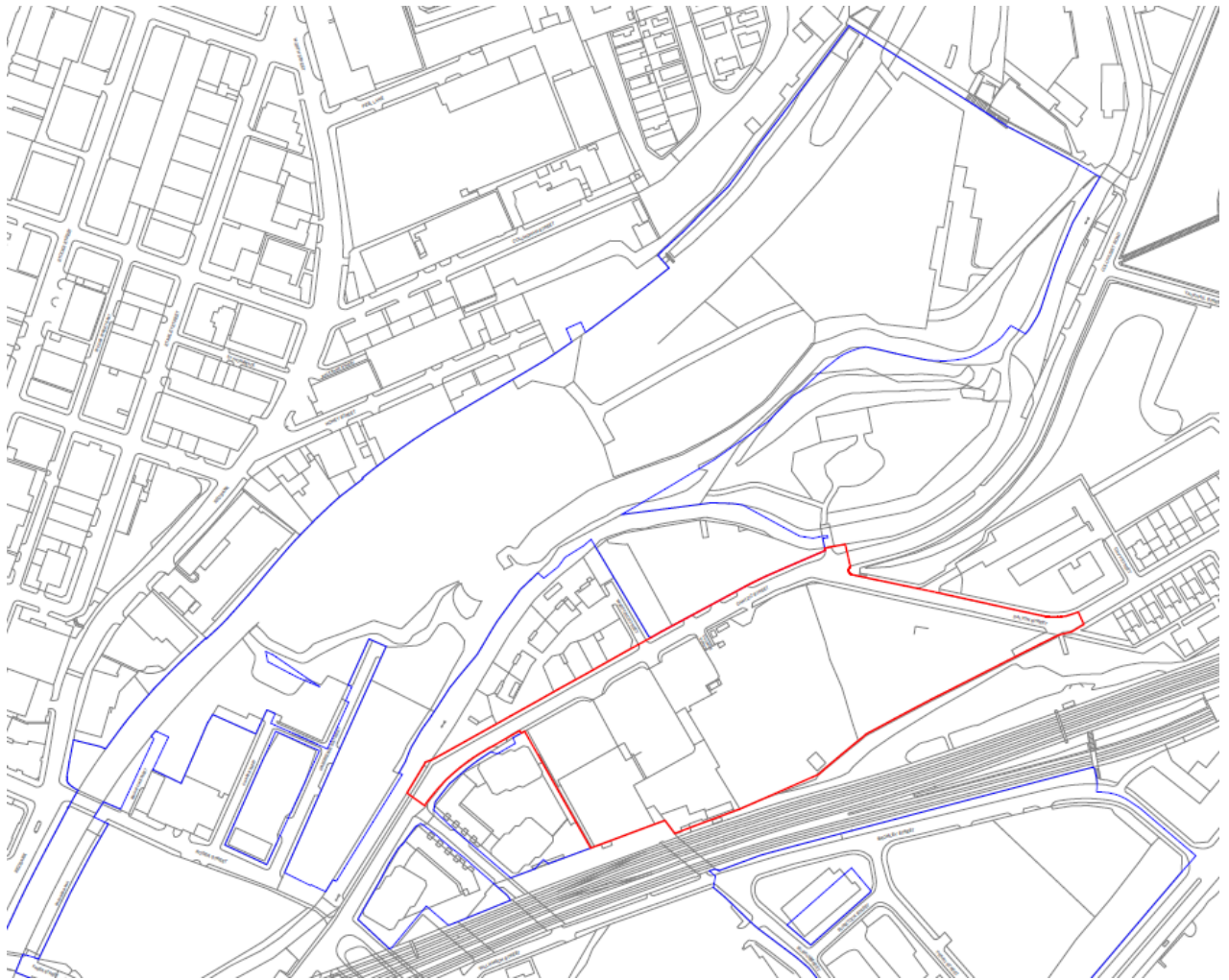


Figure 1.4: NT02-NT04 Application Boundary

1.16 This planning application is for FEC's second phase of residential-led mixed-use development in the Red Bank and New Town neighbourhood areas of Victoria North. This follows the previously consented scheme at Victoria Riverside (LPA ref: 126944/FO/2020), which is currently under construction.

1.17 This application seeks full consent for the following elements:

- Demolition of existing buildings and structures;
- 1,551 residential units across three plots;
- A clubhouse providing a combination of resident's amenity space and commercial uses, total quantum 2,145m² GIA (gross internal area);
- A total of 2,147m² GIA non-residential floorspace (including the commercial space contained within the clubhouse);

- Car and cycle parking provision comprising 100% cycle parking provision and 10% car parking provision;
- Improvements to Dantzic Street including road widening to accommodate generous pavements, cycle routes and tree planting;
- Associated hard and soft landscaping drainage infrastructure and engineering works including the removal of the existing earth mound and erection of a retaining wall.

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

'Full planning application proposing the demolition of existing buildings and structures and erection of a phased residential led mixed use development comprising residential (use class C3 and C2), flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residential amenity space including within a clubhouse building, with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, drainage infrastructure and associated engineering works.'

1.19 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 Outline Planning Application on Land North of Dantzic Street

1.20 Concurrently to this planning submission, a separate but interrelated outline planning application, on land immediately north of the current application site at Red Bank, is being submitted by FEC. The outline application is submitted with all matters reserved and forms part of the JV Partnership's next phase of residential-led mixed-use development in the Red Bank Neighbourhood.

1.21 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) of land north of Dantzic Street. The boundary of this outline application is shown at Figure 1.5 below.



Figure 1.5: Outline application boundary

1.22 The outline application seeks 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.

1.23 The description of development, for the outline application, as 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); land for a 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.

NT02-NT04 Full Application Submission Documents and Environmental Impact Assessment

1.24 This full planning application is supported by a comprehensive suite of supporting documents, the scope and extent of which have been agreed with MCC. The documents are listed at **Appendix I**.

1.25 A suite of planning and landscape drawings prepared by Hawkins Brown, Maccreanor Lavington Architects, Schulze + Grasso and Op-en (as detailed within the Drawing List enclosed at **Appendix I**) is also submitted. These include a full set of plans for approval, and an Illustrative Masterplan which shows how this full application for Plots NT02-NT04, and the Red Bank outline application, can align to produce a cohesive neighbourhood development. The Illustrative Masterplan is submitted for information only with the NT02-04 planning application and is not for approval. The intended planning status of each plan is identified on the Drawing List.

1.26 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.

1.27 The proposed development 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 both this planning application and the outline planning application so that any cumulative impacts of the two proposals can be assessed. An Environmental Statement is submitted which includes technical chapters relating to:

- Chapter 6 – Townscape and Visual
- Chapter 7 – Ecology and Nature Conservation;

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- Chapter 8 – Archaeology and 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

1.28 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 and other statutory consultees including (among others) the Environment Agency, United Utilities, Network Rail and the Lead Local Flood Authority (LLFA);
- 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 scheme 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.

1.29 A diagram showing the timeline of consultation activities associated with the scheme proposals is included at Figure 1.6 below. The consultation process is set out in more detail in the Statement of Community Involvement prepared by Counter Context and submitted in support of this application.



Figure 1.6: Diagram showing the timeline of consultation activities.

1.30 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 created 756 homes and is part of the N.O.M.A regeneration scheme. 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 This residential-led mixed-use development will provide for a total of 1,551 apartments and will be supported by residents' amenity space together with flexible non-residential uses at lower levels, 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 include:

- 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 between 1,877 and 2,047 person years of temporary employment during the 96-month work programme, of which 584 net additional jobs could be taken up by residents in the Manchester City Council area;
- These temporary construction jobs would generate around £18.3 million GVA to the regional economy (of which 5.4 million would be generated by the MCC District Economy);
- Provide investment into the local area through local job creation and supply chain linkages. The Socio-Economic Chapter of the Environment Statement states that the total jobs to be supported by the Development and the supply chain linkages could contribute approximate GVA to the North West economy of up to £8.1 million annually in perpetuity;
- This 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;
- A significant investment by the developer into the local area, with an estimated build cost of £330-£380 million, as encouraged by Policy EC 1;

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- The new households will generate £2,902,515 in Council tax revenue for the local authority per year;
 - Job creation through the non-residential elements of the scheme, which will draw people to this location providing further economic benefits that will feed back into the wider system and community. The completed operational development could support up to 220 net additional FTE jobs; and,
 - Generate increased spending in the local area through the 1,551 new dwellings, which will subsequently support job creation and support local businesses. This could be in the region of £28 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 SP1;
- Deliver a well-designed residential scheme of 1,551 new homes to provide much needed housing which will meet a demonstrated need, in accordance with Core Strategy Policy H 1. The provision of 1,551 net additional units is equivalent to 43% of MCC's annual delivery target of 3,600 units per year (2022-2032) in the Manchester Housing Strategy 2022-2032;
- 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;
- Considers community safety in the design, layout, and management of the development, in accordance with Policy DM 1 of the Manchester Core Strategy;
- Provide 5% affordable housing amount to 78 properties in line with the findings of the Financial Viability Assessment, in accordance with core Strategy Policy H 8. Additionally, FEC will aspire to

improve on the 5% provision by utilising grant funding from Homes England. This will make a positive contribution to an identified affordable housing need;

- Deliver a sustainable residential-led regeneration which is well located next to existing shops, local services, jobs, and transport link in accordance with Policy SP 1. 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 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;
- Significantly improve ground conditions through the redevelopment of 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;
- Provide new and improved green landscaped areas including private and communal gardens, in accordance with Manchester Core Strategy Policy EN 9;
- Provide substantial amounts of high quality soft landscaping and tree planting, in accordance with Policy EN 9;
- 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 including tree planting around the site, provision of green and brown roofs, sustainable drainage systems and an ecological area in the heart of the development on Travis Square, which results in the development proposing to deliver 26.86% biodiversity net gain on site;

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- The ESS demonstrates that in terms of the required building emission targets in line with Part L of the Building Regulations (2010), the proposals identify a 40-55% improvement on U-values and a 62% improvement on air permeability. This is a significantly greater improvement than the required 15%, in accordance with Policy EN 6;
 - The proposed development will be low carbon and adopts a fabric-first approach to energy efficiency and make use of high-efficiency fixed service in accordance with Core Strategy policy EN4 and EN6;
 - 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 the provision of safe routes, in accordance with Policy T 1 of the Manchester Core Strategy; and
 - Meet Climate Change objectives through the delivery of sustainable built development. A green and blue infrastructure strategy has informed the application proposals and sustainable building design and construction (as detailed within the Sustainability Statement submitted in support of this application) 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.

3.7 The following Chapter describes the 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 2.81 hectares (6.94 acres) of land to the south of Dantzic Street, south west of Dalton Street and north of railway lines within the administrative boundary of Manchester City Council. The Site Location Plan is presented at **Appendix III**, and an extract is included below outlining the extent of the application Site boundary.

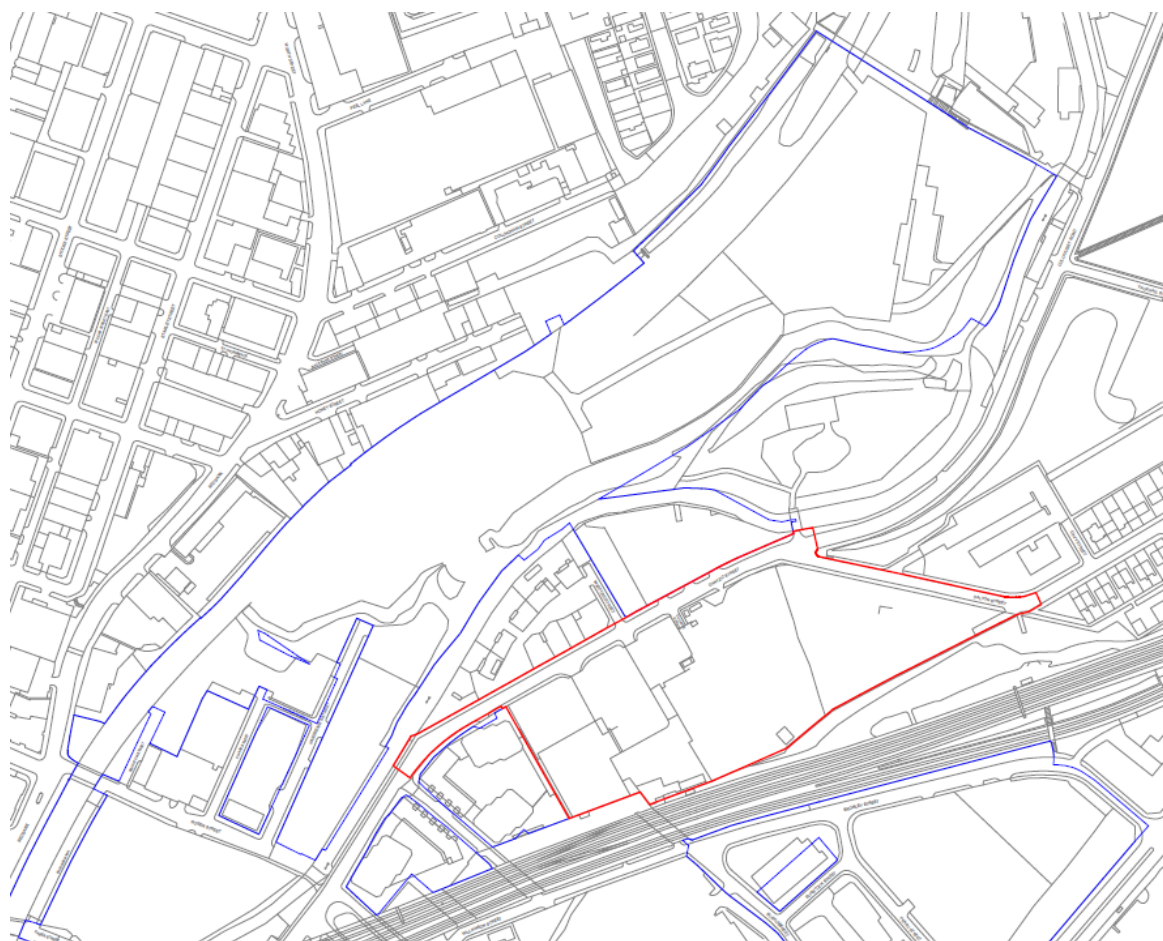


Figure 4.1: Site Location Plan

- 4.3 As previously described the Site is located within the Initial Development Area, and within the New Town Neighbourhood proposed by the SRF. The NT02-NT04 plots are bound by Dantzic Street to the north, Dalton Street to the east, the railway line to the south, and the consented Victoria Riverside development site (LPA ref: 126944/FO/2020) to the west.

The Application Site's Description

- 4.4 The application Site comprises brownfield former industrial land. There is a surface level car park in the western part of the site, and a single substantial warehouse building in the south western corner. Until recently the existing warehouse building was disused, however the premise gained temporary consent in September 2022 to be used as arts, music and cultural venue/event space for a period of 2 years.
- 4.5 There are piles of earth/ rubble in the eastern part of the site, which remain present following the site being occupied by a 'topsoil' supply company. There are limited poor quality trees and shrubbery located within the Site boundary, particularly along the interface with Dalton Street, and the centre of the southern periphery, adjacent to the railway tracks. The Site is adjacent to the River Irk in two locations along its northern boundary. The site is partially bisected from north to south by Dulwich Street, which is gated to prevent access to this part of the site.
- 4.6 In terms of topography, it is notable that there is a significant levels change across the site with a difference of approximately 10m between Dantzic Street and Dalton Street.

The Application Site's Statutory Designations

- 4.7 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 majority of this application site lies within Flood zone 1 which is classified as having less than a 1 in 1,000 annual probability of flooding. There is a small section along the northern site boundary, including part of Dantzic Street, which is located within Flood Zone 2, meaning it has an annual probability of river flooding between 1.0% and 0.1% and annual probability of sea flooding between 0.5% and 0.1%. The Site is adjacent to the River Irk in two locations along its northern boundary.
 - **Trees-** There are 4 individual trees and 4 groups of trees within influencing distance of the application site, however, as confirmed within the Arboricultural Impact Assessment prepared by TEP these trees are of limited quality, and there are no Tree Preservation Orders, no trees within a Conservation Area, no ancient woodland; no veteran trees; and no Habitats of Principal Importance.

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- **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 designated heritage assets. Two non-designated heritage assets (below ground archaeological remains) are situated within the Site boundary, these comprise 'Flag Row Terraced Housing' (MGM17178) and 'Portland Street Glassworks' (MGM13681), which are dated to the post-medieval period and assessed as being of 'low' and 'medium' value respectively. Portland Street Glass Works is located within the boundary of Plot NT02 and was discovered during excavation works in 2017. Flag Row Terraced Housing is located within the boundary of NT03.
 - **Air Quality-** The development 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

- 4.8 The immediate Site surroundings are predominantly industrial in nature, however being in close proximity to Manchester City Centre, the Site is close to existing residential, retail and commercial uses, including Emmeline Apartments on Dalton Street, and the approved Victoria Riverside residential scheme, immediately to the west of the application Site which is currently under construction.
- 4.9 The Site occupies a highly sustainable location, in close proximity to an extensive range of services, facilities and public transport infrastructure provided within the City Centre. Manchester Victoria Station is the nearest train station and is located approximately 600m southwest of the Site. The station predominantly provides local and regional mainline services to the north of England.
- 4.10 There are existing bus stops located on the A664, the closest of which being Peary Street bus stops which are approximately 240m south east of the Site and provides services north bound to Bury, Rochdale, Oldham, Middleton and Higher Crumpsall, and southbound to various stops within the City Centre, including Piccadilly Gardens, Shudehill and Manchester Royal Infirmary.
- 4.11 In addition to the existing surrounding facilities, commercial and community uses are proposed to be brought forward as part of this detailed planning application, and future applications across the wider Victoria North development area.

Planning History

- 4.12 The planning history of the Site, based upon a search on MCC's planning application database, is included in **Appendix IV**. The Site's planning application history demonstrates part of the Site has previously been considered an acceptable location for high-rise residential development. Most notably an application was approved in October 2019 (ref: 114860/FO/2016) for the erection of a part 6, part 10, part 15, part 24 storey building to form 415 residential apartments together with commercial floorspace. This demonstrates the Council has previously considered the Site to be a suitable location for a high-rise residential apartment scheme.

Summary

- 4.13 The application Site extends to approximately 2.81 hectares (6.94 acres) and comprises an irregular shaped parcel of land adjacent to Manchester City Centre, and 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.
- 4.14 Significant change and regeneration are planned for the surrounding area as presented in the Northern Gateway SRF. This planning application seeks full planning consent for residential-led mixed-use development. It is the fifth in a series of associated applications at the Site, following three planning consents (refs: 132252/VO/2021, 133143/VO/2022, and 135190/VO/2022) for enabling and remediation works, clearance and infrastructure provision to ready the Site for development, and an outline application for residential led development at the Red Bank neighbourhood which has been submitted concurrently with the present application.
- 4.15 The following Chapter describes the proposed development.

5. The Proposed Development

- 5.1 This application is submitted in full detail. The development proposals are described in detail within the submitted DAS prepared by Hawkins Brown, Maccreanor Lavington, Schulze+Grassov and Open. A development specification report prepared by Avison Young relating to this detailed application is also submitted (enclosed at **Appendix V**), providing a detailed description of the type of uses and quantum of development proposed at Plots NT02-04. This Planning Statement should be read in conjunction with these documents.

The Red Bank Neighbourhood Illustrative Masterplan

- 5.2 The Masterplan provides a potential configuration for the Red Bank Neighbourhood and includes plots NT02-NT04 which are the subject of this planning application. The Illustrative Masterplan showing how the detailed proposals for plots NT02, NT03 and NT04 can align with the separate but interrelated outline application at Red Bank Neighbourhood. The masterplan demonstrates the two applications create a cohesive, technically robust overarching development.



Figure 5.1: Site-wide Masterplan

5.3 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 (within which the application Site sits) – 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 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 supports the new neighbourhoods of Red Bank and New Town. The public spaces throughout the neighbourhood provide a pleasant environment for socializing and relaxing. The nuance in landscape characters 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 is a bustling urban place with busy sidewalks for pedestrians and cyclists. Smaller green spaces and good neighbourhood streets complete the public realm structure, creating a lively and inhabited urban centre near Manchester City Centre. The neighbourhood offers 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 development at Plots NT02-04, for which detailed approval is sought by this application.

Full Application Proposals for NT02-04

Description of Development

5.5 This application seeks full planning consent for the following description of development:

'Full planning application proposing the demolition of existing buildings and structures and erection of a phased residential led mixed use development comprising residential (use class C3 and C2), flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residential amenity space including within a clubhouse building, with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, drainage infrastructure and associated engineering works.'

Use and Amount of Development

5.6 This application seeks full consent for the following elements:

- 1,551 residential units (Use Class C3) across the three plots, broken down as follows. The scheme will deliver a mix of conventional and build to rent properties.

Plot	Residential Development Quantum
NT02	316
NT03	579
NT04	656
Total	1,551

- The proposed housing mix is outlined in the table below.

Number of bedrooms	Percentage Provision
1 bed	41%
2 bed	54%
3 bed	5%

- A clubhouse providing a combination of resident's amenity space and commercial uses, total quantum 2,145m² GIA (gross internal area), broken down as follows:

Clubhouse Uses	Floor Area (GIA)
Resident Amenity Use	1,711 sq m
Non-Residential Uses	434 sq m
Total	2,145 sq m

- A total of 2,147m² GIA non-residential floorspace (including the commercial space contained within the clubhouse) providing for Use Classes E, F or Sui Generis uses;
- Car and cycle parking provision comprising:
 - 100% cycle parking provision, equating to 1,551 cycle spaces, and an additional 86 visitor cycle parking spaces; and
 - 10% car parking provision for residents, equating to 156 spaces providing on site and off site, with additional parking for visitors. A detailed description is provided at paragraphs 5.52-5.59 below.
- Associated hard and soft landscaping, drainage infrastructure and engineering works including the removal of the existing earth mound and erection of a retaining wall.

Layout

- 5.7 An extract of the Proposed Site Plan is provided at Figure 5.2 below.

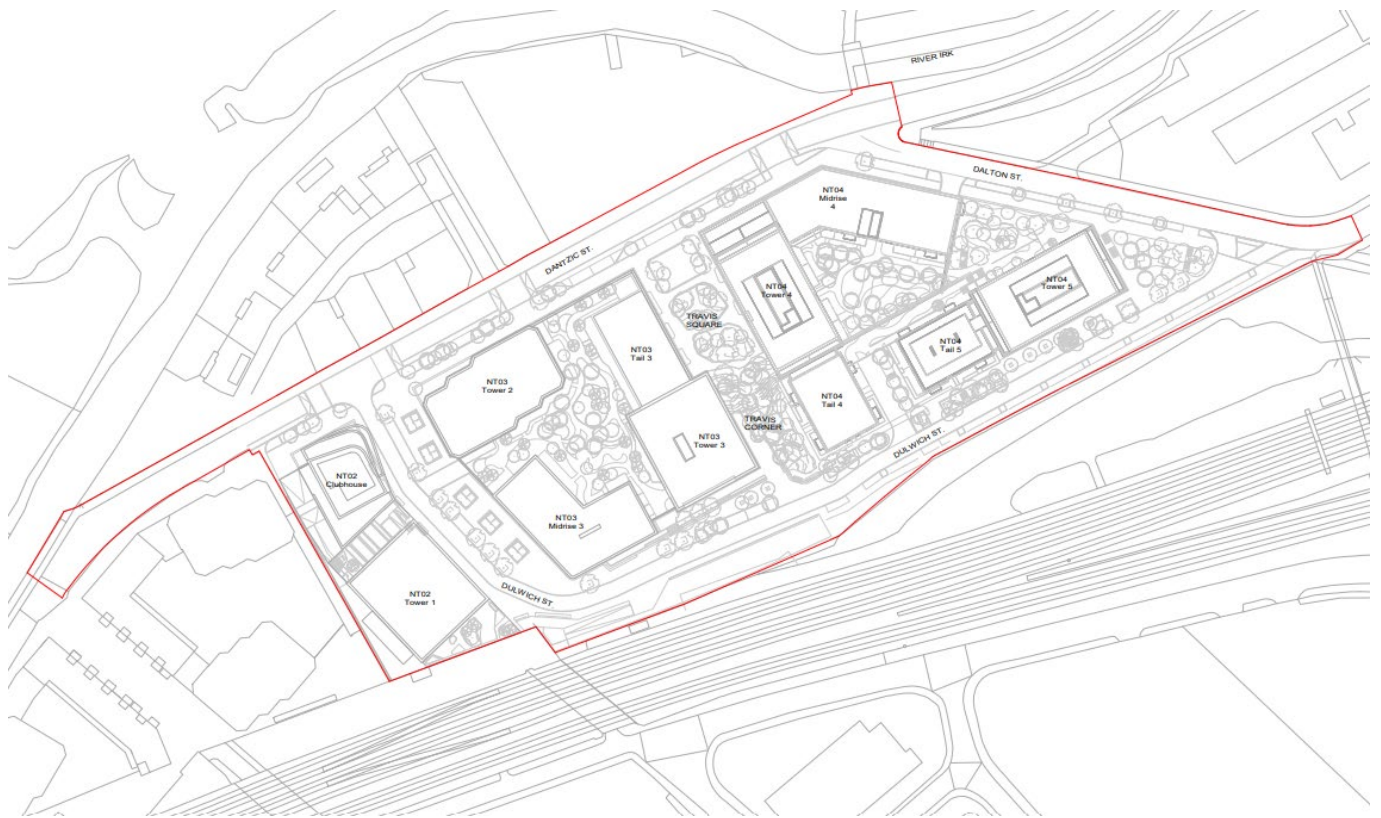


Figure 5.2: Proposed Site Plan

- 5.8 The design for NT02-4 will relate to the wider vision for Red Bank with particular reference to the key strategy of the masterplan to create neighbourhoods with distinct areas of character differentiated by density and height, uses, building typology and dwelling mix. The buildings have been positioned to define the public realm.
- 5.9 Within NT02 and NT03 development plots, the mid-rise chevron building has been positioned to define the corner of Dantzic Street and Dulwich Street, fronting Viaduct Lane. Two 'tower and tail' buildings have been positioned to define Travis Square and Dantzic Street. Tower Two has been located to create meaningful frontages and maximise views to St Catherine's Wood across Travis Island, and to define the corner to Dulwich Street. The breaks in the building's layout provide south-west sun access to the courtyard, and allows landscape to spill into public realm.
- 5.10 Within NT04, the layout comprises three buildings which are arranged on the plot to form a courtyard block. Breaks in the block are located to maximise sunlight access and views, and ecological connections between the courtyard and the surrounding public realm. The plot design will also relate to the use's framework of the masterplan and be reflected in the frontage types of the buildings which includes commercial uses / frontages to Dantzic Street with the remainder being residential active frontages.

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- 5.11 Drawings in Section 5 of the Design and Access Statement show the relationship between the internal uses and the public realm at ground floor level. The internal arrangement of the proposal has been designed to maximise active frontages.

Appearance

- 5.12 Section 4.2 of the Design and Access statement sets out a number of design principles for development which shape the appearance of the scheme. Some of the most prominent points include creating streets and public realm which contribute to quality and character, and adopting a design approach which creates dynamic spaces between buildings. Massing and height are also a key consideration to respond to the surrounding context such as views, light, landscape and entrances.
- 5.13 NT01, 02, 03 and 04 sit within the Red Bank neighbourhood, adhering to the principles of the Red Bank masterplan. In considering the design of these buildings, and in the context of neighbouring plots, the architectural teams have carefully curated a coherent overall character, and at the same time provide variety of appearance across the 1,551 homes, such that each plot can be differentiated as a unique family of buildings.

NT02 and NT03

- 5.14 The primary material for the two tallest towers, Tower 1 and Tower 3, is anodised aluminium in a range of panel types, with the addition of colour, texture and fins to express verticality and provide visual variety through the 30+ storeys. The materials of these towers relate to the Victoria Riverside towers on the adjacent plot.
- 5.15 The upper levels of the anodised towers are finished with a subtle 'crown' detail where the colour drops back to provide a lighter variation of the base material.
- 5.16 Tower 2 uses a warm brown-purple brick in contrast with the taller towers. This tower mediates between its surroundings, referencing the pleated form of the Victoria Riverside towers while using a brick palette that talks to the mid-rise proposals and neighbouring masterplan plots.
- 5.17 The mid-rise buildings use a primary palette of pale grey brick. These buildings meet the street with a tactile, domestic material quality, reinforcing the nature of a residential environment.
- 5.18 The Clubhouse is a six-storey amenity building set amongst residential buildings and this contrast use is reflected in its material make-up. The primary materials consist of green, textured, terracotta panels, and terracotta fins affixed to glass curtain walling. The storeys step back at the upper levels to provide planted green terraces.

-
- 5.19 Active frontage is prioritised throughout the ground floor, to promote a lively and engaging street environment. Large, glazed openings provide a unified streetscape, housing commercial units and residential lobbies.

NT04

- 5.20 The facades of NT04 are designed to fit into the overall strategy for the New Town plots, balancing the individual expression of the buildings within the plots whilst forming a coherent whole. Its design approach consists of four elements including materials, response to the climate, response to townscape and public space and plinths and crowns.
- 5.21 The primary material for all of the facades within NT04 is brickwork. Different tones of brickwork are used to articulate the different volumes within the plot – further accentuating the modulation of the street frontages and breaking up the scale of the buildings. The primary palette consists of two brick tones – a light yellow / buff brick mix and a contrasting yellow / red brick mix. The tower volumes utilising the lighter of the two mixes, with the mid-rise elements executed in the darker mix. In addition to the primary materials, a limited palette of accent materials are proposed. This consists of two darker brickwork tones for contrasting elements in the plinths and tops of the buildings, precast concrete elements for cells, and dark bronze coloured metalwork.
- 5.22 The design adopts a fabric-first approach to sustainability. Care has been taken with the façade design in order to minimise the requirements for mechanical means to mitigate the internal environment. The façade design has sought to achieve the optimal balance between providing views out, maximising access to sunlight and daylight, whilst maximising thermal performance and minimising overheating. Target glazing percentages and u-values have been established through initial energy modelling.
- 5.23 The design of the façades mediate between the glazing requirements, and the appearance and proportions with sculptural facades that step into the window openings. These create a generously proportioned appearance whilst maintaining the correct amount of solid and void for the needs of the interior.
- 5.24 The different buildings have different roles in the townscape which the appearance reflects. The facades respond to the hierarchy of the public spaces in the proposal through the level of detail in the façade and the treatment of the plinths and tops. The public spaces in the proposals differ in the level of formality, amount of activity, and their uses.
- Dantzig Street: Most formal, busy, commercial uses.
 - Dalton Street: Less formal, less activity, primarily residential.

- Dulwich Street South: Varies from being less formal, less activity, primarily residential in the south to being busy with commercial uses, including launch pads in the west.
- Travis Square: Creates a transition between the more formal and busier Dantzic Street and the less formal primarily residential Dulwich Street.
- Courtyard Facades: Least formal, residents only, residential uses.

5.25 The towers are visible from distance and have a role in the larger townscape to which their facades respond with an all-sided treatment, special treatment of the tops and acknowledgment of the public realm hierarchy where they meet the ground.

5.26 Overall, the proposed development incorporates high-quality residential apartments, townhouses, maisonettes and commercial space that complement and enhance the character of the surrounding area as well as setting a tone for the future regeneration of the Red Bank Neighbourhood. The appearance and materiality have been through a detailed and iterative design process with both the design team, MCC Planning Officers and the Places Matter Review Panel to ensure a high-quality finish that respects the local character and materials, including both historical references and consented future development in the vicinity.

Public Realm and Landscaping

5.27 The proposed development will provide a series of new public and private open spaces, with a selection of squares, gardens and attractive pedestrian routes. The focus is using 'Wild Urbanism' and Biophilic design to connect green spaces.

5.28 The Illustrative Masterplan sets out the concept of Wild Urbanism: a vision of merging nature and city life, bringing the Irk Valley into the city and bringing urban elements to the valley. This approach will highlight the Site's ecological qualities and diverse mix of uses and capitalise on the unique topography, to create a memorable place to live, work, and visit.

5.29 The design of the streetscape and courtyard for the NT02-04 development plots embraces this vision through the application of biophilic design principles, reinforcing connections between communities, the built environment and urban nature.

5.30 The masterplan ambition is to maximise green connections through both public realm and architectural interventions. New Town is a key connection between the River Irk valley and Angel Meadow Park. The streets and courtyards will act as green stepping stones, connecting St. Catherine's Wood to Victoria

North and Angel Meadow Park beyond. The natural forms and structure of the woodland will be expressed through the landscape and planting design.

- 5.31 Travis Square provides an opportunity to create lush green environment, running north- south between Dantzic Street and Dulwich Street, comprised of woodland and woodland edge planting typologies.
- 5.32 The courtyards of the NT02, NT03 and NT04 plots will offer the tranquillity and enclosure of woodland glades. Breaks in the building form will create framed views out to the surrounding streetscape, river valley and St Catherine's Wood and provide intriguing glimpses of nature and courtyard life as people pass along the surrounding streets.
- 5.33 The scheme will also see the introduction of Launch Pads within NT02, NT03 and NT04. Launch Pads are a new street typology that secure active space within the public realm. By reducing the number of on street car parking spaces, there exists more space for public life. Launch Pads are approximately 25m², similar to that of two car parking spaces. They are activated through either commercial, recreational or ecological uses.
- 5.34 These will be split between Dulwich West and South; Dulwich West hosts commercial orientated launch pads that will serve as a public facing spill out zone for the adjacent commercial tenants and provide space for pop up events and markets. Dulwich Street South is populated with residential orientated launch pads which relate better to the residential architecture.

Dantzic Street

- 5.35 Dantzic Street is an existing adopted highway and will be upgraded as part of the project. The upgraded highway will have a strong identity which uses natural stone paving and high quality furniture along the active commercial edge. Separated cycle lanes sit raised above the carriageway creating a safe active travel corridor. A diverse range of planting provides a characteristic and natural setting to the street. Disabled parking bays and lay-bys are systematically located along the street where required.

Dulwich Street South and West

- 5.36 Dulwich Street is a new road to be formed as part of this development. Dulwich Street will be a private road (not for adoption) and will be managed by FEC as part of the estate, Dulwich Street will be for residents and servicing only with access being controlled by bollards.
- 5.37 The recreational launch pads serve as an outdoor living room for the residents of the area and offer inviting places to rest for visitors strolling along Dulwich Street. Dappled shade from diverse tree species provide shade in the summertime while dense ground cover and shrubs provide colour and

texture year-round. Reclaimed brick and Corten edging complement the planting and surrounding paving palette and serve to make the space especially natural and inviting.

- 5.38 The play-focused recreational Launch Pads create a space for families, and for children to enjoy a custom designed play structure. Small, covered structures serve as connecting points for a safe, protected, and thrilling canopy walk culminating in a curving slide. A variety of tree planting provides shade in the warmer months and complement the canopy walk while beech hedges line the southern sidewalk edge to buffer visitors from nearby Dulwich Street.
- 5.39 The pocket forest launch pad mimics the natural succession of local forests. Whips and feather trees planted at the same time as more mature trees to allow for the pocket forest to naturally adapt and change over time. Small boulders and locally sourced snags imbue a sense of the forest, and dense ground cover and shrub plantings complement the tree canopy. The pocket forest provides critical ecological niches for local pollinators and visiting wildlife while also offering visitors and residents a space to enjoy a naturalistic setting amidst urban life.

Travis Square

- 5.40 Travis Square provides a green ecological heart for the neighbourhood. The space is split into two plateaus which offer a close to nature experience.
- 5.41 The materiality follows that of Dulwich street, using a mix of natural stone and concrete pavers. A central section to Travis Square prioritises nature and ecology, the re-wilded space captures the wild urbanism theme and will link New Town back to the surrounding City River Park landscape character. There will be no access to the ecological zone, however it will have viewing platforms at both ends for people to appreciate the ecology. Well-designed fencing, pathways and vegetation will prevent antisocial behaviour from breaching the inaccessible area.

Dalton Street

- 5.42 Dalton Street is an existing adopted highway and will be upgraded as part of the project. The pavement connecting to NT04 will retain the same identity as Dantzic Street which uses natural stone paving and high quality furniture along the active commercial edge.
- 5.43 Cycle graphics placed in the carriageway promote cyclist priority and will connect into the cycle infrastructure on Dantzic Street.
- 5.44 A diverse range of planting provides a characteristic and natural setting to the street. In between the planting on-street parking bays and lay-bys are systematically located along the street where required.

Access

- 5.45 A design approach of inclusive access has been undertaken with the aim that everybody should be able to enter a building, use its facilities and leave safely, independently and with ease.
- 5.46 Care has been taken in the design to highlight the main entrances to each building. At Tower 1 residential entrance, colour is incorporated to the canopy so that it is visible when emerging from beneath the viaduct along Dantzic Street and Gould Street.
- 5.47 The entrances to Towers 2 and 3 have a simpler expression, marking their entrance with generous glazed curtain walls in recessed openings, ranging from 4-6m tall and visually connecting to the circulation cores that provide access to all upper levels. Level access to the Podium B service core is via the Tower C concierge, either at ground floor through the car park or at level 1, through the lift core and across the shared external terrace.
- 5.48 The Podium entrance lobby shares a similar expression and is distinguished through its generous proportions amongst the residential scale of the townhouses. The public realm materials outside the entrances will be differentiated from the pavement. As the façades at these levels are predominately glazed, manifestations to the glazing will be considered in accordance with Approved Document N2 and M through detailed design.
- 5.49 Concierge spaces will be at the entrances to Tower 1, 2 and 3. The concierge spaces will include facilities such as ancillary spaces for staff, CCTV rooms and parcel stores for units on the Site. The concierge desks will be in full view of the main entrances.
- 5.50 The existing topography of NT04 slopes approximately 10m from the corner of Dantzic Street / Travis Square up to the diagonally opposite corner of the plot at the junction of Dalton Street / Dulwich Street. The levels are to be adapted from the existing levels based on the following considerations:
- New accessible public route from the North East corner of NT04 at the junction of Dalton Street and Dulwich Street, to Dantzic Street between NT02 /04.
 - All entrances to be level with the adjacent public realm.
 - Minimise off site soil movement.
 - Provide safe and dry escape for residential accommodation above the flooding level.
- 5.51 The buildings are placed on a series of three terraces, the entrance lobby of tower two is double height and connects with the level at the top of the lower podium and at the top of Dulwich Street. The lowest

terrace hosts the commercial accommodation to Dantzic Street, although this level is below the design flood level, flood protection is provided in the façade behind the line of the glazing. All of the residential entrances and service accesses are above the design flood level.

Parking

- 5.52 The provision of residents parking spaces for the full application (NT02-04) is 10%, in line with the principles set within the “Northern Gateway Initial Development Area Transport Strategy (March 2019)” which recommends a parking provision of no more than 10% for residential uses. The implications of this level of provision have been tested through the master planning process for the Red Bank neighbourhood which has informed the preparation of this full planning application.
- 5.53 Given the highly accessible location of the application Site, the proposed on-site facilities, and the existing and proposed active travel infrastructure, it is considered this level of parking provision is suitable and appropriate. Parking provision at this level, taken together with the factors mentioned above, will encourage active travel and public transport to be the mode of choice for new residents.
- 5.54 1,551 dwellings are proposed, which based upon 10% car parking provision equates to a requirement of 156 parking spaces for the use of residents. This requirement will be met through a combination of on-site and off-site parking. A total of 104 spaces are proposed on-site, as set out in the Development Specification. These are either within building podiums or on-street along Dulwich Street. All these spaces will be for the use of residents only. The balance of the requirement (i.e. a further 52 spaces) will be provided off-site at a location within the outline planning application area. Initially, this off site car parking provision will be provided in a temporary location within the outline planning application area until a more permanent solution is delivered as part of the residential led mixed use development proposed by the separate but interrelated outline planning application. The exact location will be chosen based on proximity to the NT02-04 development and the ease and suitability of the walking route.
- 5.55 Residents accessible parking is provided on-site. 10 residents accessible spaces are provided on-site which equates to 6.5% of the total of 156 spaces.
- 5.56 In the longer term, the outline planning application will bring forward a parking solution consisting of a combination of a centralised parking facility, on-plot parking on certain plots, and on-street parking. At that time a permanent location for the NT02-04 off-site parking (52 spaces) will be confirmed.
- 5.57 13 visitor parking spaces are provided in proximity to NT02-04 and are not included within the above numbers. These are provided predominantly on Dantzic Street / Dalton Street. 4 accessible spaces are

also proposed as part of the visitor parking provision, 2 of which are situated on Dulwich Street, with the other 2 on Dantzic Street / Dalton Street. This is to serve both visitors to residents within NT02-04 and also to serve the non-residential uses. In relation to the non-residential uses, these are intended to be complementary to the residential development, and primarily for the use of Red Bank and Dantzic St residents. Accordingly, they are not anticipated to attract significant car trips.

5.58 A minimum of 1,551 secure, covered cycle spaces are proposed for residents across the NT02-NT04 development. This comprises a 1:1 provision. An additional 86 visitor cycle spaces will be provided within the public realm to support the ground floor commercial units and the clubhouse.

5.59 In summary, the full application proposes the following car and cycle parking provision:

- 10% car parking for residents of the development totalling 156 on site and off site car parking spaces comprising:
 - 7% car parking for residents of the development on site and within the podiums and on Dulwich Street totalling 104 car parking spaces. Of these 104 car parking spaces, 10 are accessible which equates to 6.5% of the overall car parking proposed by the proposed development (156 car parking spaces)
 - 3% car parking for residents of the development will be off site in a location within the outline planning application area to be identified, totalling 52 car parking spaces. It is proposed that the location, design and specification of this off site car parking area will be secured by condition. There will be a temporary, secure and well-lit car park provided until the build out of the permanent solution as part of the outline application.
- 13 car parking spaces on site are proposed at Dulwich Street, Dantzic Street and Dalton Street for visitors and users of the non-residential uses proposed by the development, including 4 accessible on-street spaces.

Refuse and Waste Management

5.60 A breakdown of the assumed waste capacity for the commercial and individual residential areas is provided within the DAS.

5.61 Residential bin stores are located on plot within each block adjacent residential cores. Bin stores are designed to be within a 10-metre drag distance from the refuse collection point. If this is not possible, they will be consolidated by building management at presentation points on collection day. The

drawing opposite shows the internal and external movements of bins, refuse vehicle route and collection points.

- 5.62 Towers will have a separator refuse chute to encourage recycling, accessed from the shared corridor. Mid-rise building residents will take their refuse and recycling directly to the refuse stores located adjacent to the circulation cores at ground level.
- 5.63 The size of each of the stores have been calculated to exceed the guidance of 0.43m² per apartment. All refuse stores will be managed by the facilities staff. Residents will not be permitted to enter refuse stores that are fed by chutes.

Summary

- 5.64 This section has described the use and amount, layout, appearance, access, refuse and waste management, and public realm and landscaping for the development. The design principles of the proposed development positively respond to the Site wide and neighbourhood wide principles of the Northern Gateway SRF. A high quality development with significant contribution to placemaking of the neighbourhood is proposed to act as a catalyst and set the benchmark for the future regeneration of the area.
- 5.65 The following chapter sets out the planning policy and guidance relevant to the determination of 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 Proposals 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 detailed application. All other policies relevant to determination of the application are summarised in the Policy Schedule included at **Appendix IV**.

Manchester Core Strategy

- 6.4 The Manchester Core Strategy was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.
- 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. The Site is also identified as being within the 'River Valley' and an 'Inner Area' (Policy SP 1). The centre of the Site is identified as being an Economic Development area, in accordance with Policy HC10 of the UDP. 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 EC 3 – 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 H 1 – 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 H 2 – 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 H 3 – North Manchester** - states that North Manchester, over the lifetime of the Core Strategy, will accommodate around 20% of the new residential development in Manchester. Priority will be given to family housing and other high value, high quality development where this can be sustained. 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 H 8 – 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 EN 2 – 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.

Other Relevant Core Strategy Policies

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

- Policy EC 4 - North Manchester
- Policy T 1 – Sustainable Transport

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- Policy T 2 – Accessible areas of opportunity and need
 - Policy EN 1 – Design Principles and Strategic Character Areas
 - Policy EN 3 - Heritage
 - Policy EN 4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development;
 - Policy EN 5 – Strategic Areas for low and zero carbon decentralised energy infrastructure
 - Policy EN 6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
 - Policy EN 8 – Adaptation to Climate Change
 - Policy EN 9- Green Infrastructure
 - Policy EN 14 – Flood Risk
 - Policy EN 16 – Air Quality
 - Policy EN 17 – Water Quality
 - Policy EN 18 – Contaminated Land and Ground Stability
 - Policy EN 19 – Waste
 - Policy PA 1 – Developer Contributions
 - Policy DM 1 – Development Management

Relevant Unitary Development Plan Policies

6.16 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

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- Citywide Development Control Policy DC26.2- Development and Noise
 - Part 1 Environmental Improvement and Protection Policy E3
 - Area 3- Harpurhey, Lightbowne and Collyhurst Policy HC10- Industrial and Commercial Uses

Other Material Planning Considerations

6.17 There are a series of other planning policy guidance documents at a local and national level that are relevant to the determination of this application, including:

- Strategic Regeneration Frameworks;
- The National Planning Policy Framework ('NPPF') (July 2021);
- Planning Practice Guidance (March 2014);
- The emerging Places for Everyone Joint Development Plan (2022);
- Manchester Residential Quality Guidance (December 2017);
- Manchester's Affordable Housing Strategy (December 2018);
- Emerging Manchester Local 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);
- Providing for Housing Choice Planning Guidance- Manchester City Council (2008);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- The Manchester Strategy; and
- Manchester Climate Change Strategy 2017-2050.

6.18 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**.

Regeneration Frameworks

Manchester Northern Gateway Strategic Regeneration Framework (2019)

- 6.19 The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13 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.
- 6.20 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.
- 6.21 The site was previously included within the Lower Irk Valley Neighbourhood Development Framework (2016) which was replaced by the Northern Gateway SRF. The Lower Irk Valley occupies the western parts of the Northern Gateway and can be characterised as a relatively under-developed and under-utilised area of land on the doorstep of the city centre, where opportunity exists to create a substantial new mixed-use residential and employment area.
- 6.22 The SRF, on page 30, identifies the following key opportunities for the Lower Irk Valley:
- Improve connectivity with the City Centre;
 - Activate arches to support a vibrant public realm along the Red Bank viaduct and the operational viaduct;
 - Develop a strong gateway to the Irk Valley;
 - Work with topography to develop an appropriate built form that maximises views to the Irk Valley;
 - Potential for high-rise development in the valley floor and mid to high-rise developments that respond to the hillside and maximise green amenity on the plateau;
 - Opportunity for outstanding quality public realm, combining retained wooded areas and riverside trails; and,
 - Improve river crossings and permeability through the arches.

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- 6.23 The SRF includes a Development Framework which comprises SRF-wide design and development principles that aim to guide the future development of the Northern Gateway. Various plans are presented within the Development Framework which are illustrative representations of the SRF wide and neighbourhood design and development principles. An Illustrative Masterplan for the entire Northern Gateway is presented at the end of Chapter 6 to show how the neighbourhoods could be developed in response to the design and development principles.
- 6.24 The NT02-04 application Site is located within the proposed New Town neighbourhood.

New Town

- 6.25 New Town is identified as 1 of the 7 interconnected neighbourhoods with a vision 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. New Town's relationship with the City Centre and key transport nodes sets the context for a higher density urban form. The development of New Town should reflect the neighbourhood's location adjoining the City Centre.
- 6.26 The Northern Gateway SRF at Page 199 states that a new community will be established through a range of high-density developments, which provide a variety of housing types and tenures. Residential developments will be predominantly apartment-led, with opportunities for townhouses and maisonettes integrated within new developments, and accommodation suitable for families. The SRF also states that active frontages will be provided along important routes to support varied and safe streets in areas of increased footfall and although New Town is a primarily residential neighbourhood, selected typologies should be flexible in supporting non-residential units at ground floor level.
- 6.27 'Figure 62 - New Town Spatial Framework', an extract of which is included at Figure 6.2 below identifies the key spatial principles for New Town. The Site itself is identified as an SRF development area with the opportunity for tall landmark buildings to the west. The diagram also identifies opportunities for passages through the viaduct to the south of the Site and a green link to the west of the Site between Gould Street and Roger Street. The location of landmark buildings should reinforce key gateways such as the junction of Gould Street and Dantzic Street. Where pedestrian and cyclist viaduct passages are envisaged, landmark buildings should also be explored to help define the sense of arrival on each side of the viaduct.



Figure 6.2- *New Town Spatial Framework- Extract from SRF*

6.28 The SRF also highlights New Town's public realm and place-making potential that needs to be addressed including providing amenity open space, green links, activating the railway arches and enhancing the public realm around heritage assets including Marble Arch Square and Union Square.

Lower Irk Valley Neighbourhood Development Framework (2016)

6.29 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.

6.30 The Site was located within Character Area 1. The NDF stated that Character Area 1 provides some of the most immediately accessible development opportunities within the Lower Irk Valley area and can be seen as presenting the most appropriate location for higher density development, including potentially a landmark building of scale, given the height of buildings within the adjacent Green Quarter.

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- 6.31 In relation to connections and movement, the NDF stated that it is fundamentally important that Character Area 1 is established as a sustainable urban residential community with high quality and clearly defined connections between the City Centre, Green Quarter, the Lower Irk Valley and New Cross through to Collyhurst. In addition, opportunities should be taken to rejuvenate the viaduct arches as an identifying characteristic of this area.

North Manchester Strategic Regeneration Framework (2012)

- 6.32 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.
- 6.33 The application Site sits between the 'City Centre Fringe' and the 'Inner Core' in the NMSRF, which seeks to establish a series of key principles and objectives for the North Manchester area. The NMSRF states that within the City Centre Fringe, developments should contribute to the growth of the City and be high density, accommodating a mix of uses. The priority for North Manchester is to support the growth of the City Centre in this area, ensuring a co-ordinated approach makes the most of the land available for high density development.
- 6.34 The Inner Core is an area of housing-led transformation. In the Lower Irk Valley and Collyhurst, the vision is to create a high quality sustainable place with a distinct modern identity to build on its locational advantage.
- 6.35 The NMSRF's key objectives are to increase the local population and develop a series of neighbourhoods that are exemplars of low carbon development within Manchester. It further states that opportunities for new development are available through under-used land and through the rationalisation of current land uses.

SRF Context Summary

- 6.36 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 NT02-04 Site.

The National Planning Policy Framework

6.37 The NPPF (July 2021) sets out the Government's planning policies for England and how these are expected to be applied. The overall emphasis of the NPPF is to reiterate the Government's key objectives of boosting the supply of housing, facilitating economic growth, and securing sustainable development. The NPPF is a significant material consideration in the determination of this application 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

6.38 Overall, the NPPF makes it clear that Local Planning Authorities should look for solutions rather than problems, and decision-takers should seek to approve applications for sustainable development. The NPPF emphasises the importance of prioritising previously developed land for new development.

Planning Practice Guidance

6.39 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

6.40 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.

- 6.41 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.
- 6.42 Consultation on the Publication Stage Plan took place between 9th August and 3rd October 2021. The Plan has now been submitted to the Secretary of State for examination which has now concluded. The Plan seeks to focus significant growth and delivery of new residential homes on brownfield land, such as Victoria North.

Summary

- 6.43 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 full permission for residential led mixed use development in accordance with adopted planning policies and guidance and a comprehensive and positive strategic regeneration context.
- 6.44 The following section assesses the principle of the proposed residential led mixed use development against the relevant planning policy framework.

7. Assessment of the Principle of the Proposed Residential Led Mixed Use Development

- 7.1 Under the provisions of Section 38(6) of the Planning & Compulsory Purchase Act 2004, Local Planning Authorities are required to determine planning applications in accordance with policies contained within the statutory Development Plan unless material planning considerations indicate otherwise.
- 7.2 This Chapter demonstrates that the proposal for residential-led mixed use 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.

Regeneration

- 7.3 This full 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.
- 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 (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. The principle of regeneration at the Site accords with Core Strategy Policies SP 1, EC 1, H 1, H 2, and H 3 of the Core Strategy.
- 7.5 The NPPF also promotes the regeneration of underutilised brownfield sites. Within Chapter 11 of the NPPF 'Making effective use of land', paragraph 119 states '*planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses*'. Furthermore, paragraph 120 expands on this stating planning decisions should '*give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs*'. Paragraph 124 encourages planning decisions to account for '*the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change*'. This proposal therefore accords with Chapter 11 of the NPPF, being a direct example of making effective use of land by regenerating an underutilised, brownfield site.

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- 7.6 The Site is located in the New Town neighbourhood 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.
- 7.7 New Town is identified as 1 of the 7 interconnected neighbourhoods in the Northern Gateway SRF with a vision 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. The proposed development will contribute to creating a new community in this area through delivery of an appropriately high density development, which provides a variety of housing types and tenures, in accordance with Page 199 of the SRF. In accordance with the SRF, the development is predominantly apartment-led, and will also provide accommodation suitable for families. The SRF also states that active frontages will be provided along important routes to support varied and safe streets in areas of increased footfall and contribute to place-making, which the development will also achieve.
- 7.8 The western section of the Site gained planning consent in October 2019 for the erection for a part 6, part 10, part 15 and part 24 storey building to 415 residential apartments (LPA ref: 114860/FO/2016). This consent is now lapsed, however the permission provides evidence that MCC considered the Site as suitable for high density residential-led regeneration. The Officers Report for that application stated:
- "It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1."*
- 7.9 As such, the report concluded the proposal would have a positive impact on the regeneration of this part of the city, including contributing to the supply of high quality housing. This consent, and its conclusions therefore demonstrate the principle of regeneration at this Site to be wholly acceptable and in accordance with the adopted Core Strategy and NPPF.
- 7.10 The proposed development is for a residential-led mixed use development comprising 1,551 high quality apartments, maisonettes and townhouses, associated commercial and social infrastructure, residential amenity space and complementary public realm, creating a varied and attractive development with active frontages, in keeping with the vision for New Town in the Northern Gateway SRF. The proposed development will also regenerate a key gateway site and act as a catalyst for the regeneration of the area. This is in accordance with policies SP1, EC1, H1, H2 and H3 of the Core Strategy, paragraphs 119, 120 and 124 of the NPPF, and Northern Gateway SRF.

The Principle of Residential-led Development

- 7.11 As stated above, the western section of the Site gained planning consent in October 2019 for the erection for a part 6, part 10, part 15 and part 24 storey building to 415 residential apartments (LPA ref: 114860/FO/2016). The permission provides evidence that MCC considered the Site as suitable at that time for high density residential development. The Officers Report for this application recognises the importance of providing the right quality and quantity of new residential accommodation for the increasing population to maintain growth and success, and states that the residential element of application 114860/FO/2016 would be consistent with these growth priorities and would deliver homes to meet the demands of a growing economy and population in a well-connected location.
- 7.12 In terms of planning policy relevant to the principle of residential development, the Site is located within North Manchester, falling within an 'Inner Area'. The principle of residential development therefore is supported by Manchester Core Strategy policies H 1, H 3 and SP 1 which all 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 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 H3 sets out that North Manchester should accommodate around 20% of new residential development in the city. It states priority will be given to family housing and other high value, and high quality 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. This full planning application proposes the development of up to 1,551 high quality new homes (comprising conventional and build to rent properties) which will make a significant and positive contribution towards MCC's housing targets and policies within the North Manchester/ the Inner Areas.
- 7.15 The NPPF further supports the principle of residential development at the Site, 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.

- 7.16 The Northern Gateway SRF also states that the location of landmark buildings should reinforce key gateways and where pedestrian and cyclist viaduct passages are envisaged, landmark buildings should also be explored to help define the sense of arrival on each side of the viaduct. The SRF states that the active re-use of the railway arches along Bromley Street would support the delivery of a mixed-use destination within New Town, with adjacent developments encouraged to respond to this activation. The proposed development has fully embraced these key principles through the provision of landmark buildings at the intersection of Dantzic Street and Dulwich Street and either end of Travis Square, as well as other key locations, with high quality finishes and statement trees to provide a sense of arrival into Victoria North and the Site from the City Centre. Whilst FEC does not have control of all land surrounding the railway arches, the proposed development has been designed to enable the activation of the arches in accordance with the SRF.
- 7.17 In summary, the regeneration of the Site and its development for high quality residential-led use accords fully with the spatial principles of Core Strategy Policies H 2, H 3 and SP 1 as well as Chapter 5 of the NPPF. In addition, the principle of development also complies with the relevant principles in the Northern Gateway SRF which seeks 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 Northern Gateway. 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

- 7.18 The proposal is for a residential-led mixed-use development and proposes 1,551 new homes (Use Class C3), providing a mix of conventional and build to rent properties. 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 against the requirements of Core Strategy Policy H 1.

Suitable Location

- 7.1 As detailed in Chapter 2 of this Planning Statement 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 easy walking distance of Manchester City Centre, which is the focus

for retail, office, residential and leisure activity. The Site 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 are on Peary Street, located on the A664, and are approximately 240m south east of the Site. These bus stops provide services north bound to Bury, Rochdale, Oldham, Middleton and Higher Crumpsall, and southbound to various stops within the City Centre, including Piccadilly Gardens, Shudehill and Manchester Royal Infirmary.

- 7.2 Furthermore, being located within the boundary of an endorsed SRF area, new commercial, social and community services and facilities are proposed by this full application with further facilities proposed in FEC's separate but interrelated outline application. These services will limit the need to travel 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.
- 7.3 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 Victoria North 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

- 7.4 Considering the need for a new housing development, Manchester Core Strategy Policy H 1 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.
- 7.5 Manchester City Council's 2022 Strategic Housing Land Availability Assessment ('SHLAA') identifies the eastern section of this Site as being located within the Lower Irk Valley (Victoria North) Capacity Site. The wider Capacity Site is suggested to accommodate a total of 4,400 residential units, of which the SHLAA suggests 1,400 homes could be delivered between 2022 and 2027. The western section of the site, the SHLAA identifies as having planning consent, although as noted previously this consent has now lapsed (114860/FO/2016). 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.

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- 7.6 This Site 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 redevelopment of a strategic site which is earmarked for development by the endorsed SRF.

Living Accommodation Quality

- 7.7 As detailed within the Design and Access Statement, this proposal represents a high quality, modern residential development. The applicant has a track record of delivering excellent quality living accommodation, with all units being designed in accordance with Manchester City Council's Residential Design Guide and Space Standards.
- 7.8 The quality, product mix and size of units proposed as part of the living accommodation has been designed to appeal to different market sectors including owner occupiers, investors and renters. The detail proposals will provide high quality, spacious, well-lit and ventilated apartments in line with best practice.
- 7.9 Internal building functions have been arranged to maximise active ground floor frontages, allowing for a safe and lively street environment. The functions include generous, visible and welcoming residential entrance lobbies, and retail and F&B opportunities. 'Launch pad' interventions within the public realm provide a range of functions complementary to uses in the surrounding buildings.
- 7.10 The residential offer includes a mix of 1-bed, 2-bed and 3-bed apartments and townhouses. A number of the homes are provided private external amenity space in the form of balconies, and all homes have access to landscaped communal courtyard areas.
- 7.11 Core Strategy Policy H 1 states that the design of new development should contribute to the character of the local area, and new high density developments should provide well designed accommodation. There are no locally adopted space standards in Manchester however the proposed development full accords with the Nationally Described Space Standards for the Class C3 residential homes proposed.
- 7.12 As part of this application, permission is sought for 1,711 sq m residential amenity space within the clubhouse building, which provide facilities for the residents of the development. Furthermore, non-residential uses providing commercial, social and community infrastructure for the community are proposed extending to 2,147 sq m. 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, and therefore accords with the requirements of Policy H 1.

Residential Typologies and Mix

7.13 In accordance with the vision set out within the Northern Gateway SRF this site will offer higher density residential homes, in the form of apartments, maisonettes, townhouses and duplexes. The breakdown of dwelling sizes is proposed to serve an identified need based upon the existing and projected population, comparable developments, and to support the provision of family housing.

7.14 As stated previously, the application site forms part of the with Red Bank and New Town neighbourhood areas for which an Illustrative Masterplan has been prepared. The Illustrative Masterplan comprises 3 character areas:

- New Town (within which the application Site sits) – high density development with a higher proportion of 1-2 bedroom apartments
- Red Viaduct – high – medium high density development
- Plateau – medium density development providing family housing

7.15 It is proposed that by the time the Illustrative Masterplan is built out, the following housing mix will have been delivered totalling up to 4,800 new homes:

- 30% 1 bedroom properties
- 60% 2 bedroom properties
- 10% 3 bedroom properties

7.16 To ensure that a mixed community is delivered at the Red Bank neighbourhood, the 3 character areas proposed will have different housing densities and residential accommodation reflecting their location within the neighbourhood. Higher density development and taller buildings are proposed and concentrated closer to the City Centre and along the operational railway line, to emphasis the arrival of Victoria North and to provide a substantial quantum of accommodation close to the city centre and strategic transport nodes. As the application Site is located in close proximity to the City Centre and front's Dantzig Street and bounds the railway line, it falls part of the New Town character area which seeks to deliver high density development made up of a greater proportion of 1 and 2 bedroom properties.

7.17 In response, the application proposes the following housing mix:

- 642 1 bedroom properties (41%)
- 828 2 bedroom properties (54%)
- 81 3 bedroom properties (5%)

7.18 To ensure that the Councils overall housing mix required for the Red Bank neighbourhood is achieved, the separate but interrelated outline planning application proposes a greater number 3 bedroom properties as part of the Plateau character area which seeks to create a medium density area providing family housing. The outline planning application proposes the following mix:

Property Size	Amount
1 Bed Property	25%
2 Bed Property	63%
3 Bed Property	12%
Total	100%

Assessment Against Core Strategy Policy H1

7.19 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;
- As evidenced within the DAS, this scheme is of a high quality design and an appropriate density which will contribute towards the area's existing and emerging character;
- The scheme will be supported by an extensive and cohesive landscaping proposal which will contribute towards addressing any deficiencies in green infrastructure;
- 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.

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- 7.20 The proposed residential-led development at NT02-04 should therefore be considered wholly acceptable in terms of Core Strategy Policy H 1, thus reflecting a suitable provision of living accommodation.

Affordable Housing

- 7.21 Core Strategy Policy H 8 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.
- 7.22 NPPG sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of sites, Local Planning Authorities should:

"Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable."

- 7.23 A Viability Assessment has been produced by Savills and submitted in support of the planning application which, in an open book format, considers the financial viability of the proposals.
- 7.24 The scheme plays an important role in the regeneration of Victoria North and FEC are committed to its delivery. However, the Viability Assessment clearly highlights that there are viability constraints with the development.
- 7.25 The scheme forms part of the early phases of the Victoria North regeneration and place-making and public realm is essential to create a high quality development which acts as a catalyst for future regeneration of the area. As part of the development, FEC are delivering high quality site wide public realm set within extensive landscaping that will make significant improvements to the streetscape of the existing Dantzie Street and Dalton Street with tree planting, resurfacing, widened footpaths and new cycle lanes. In addition, the development will introduce a new access route, Dulwich Street, which will provide a fully accessible pedestrian and cycle route with a gradient of 1:21 and high quality public realm with opportunities for recreation, relaxation and commercial activation. Alongside this, the base build cost is reflective of buildings that have been designed with energy efficiency measures including a 'fabric first approach' and high efficiency low carbon and renewable technologies. These measures have led to significant abnormalities at the site.

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- 7.26 Nevertheless, FEC are committed to delivering affordable housing and are prepared to proceed with development on this site, including the delivery of 5% affordable housing (through intermediate housing only on the open market sales units), on the basis of a reduced benchmark profit margin for a scheme of this scale and complexity. Furthermore, FEC are taking a long-term approach to investment and regeneration in Victoria North and they remain committed to redeveloping the site. To bring the site forward with 5% affordable, FEC will explore a number of approaches to improve the viability position once planning approval is secured and is committed to providing 20% affordable housing across Victoria North.

Assessment of Non-Residential Uses

- 7.1 To support the proposed living accommodation, the proposal includes 2,147m² GIA of non-residential floorspace, across use classes E, F and Sui Generis. 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.
- 7.2 The non-residential development will be provided in units at the lower levels of the scheme and within part of the proposed clubhouse. These units will be occupied by retail, commercial, community and / or leisure uses and will provide important amenities that will contribute towards meeting the future New Town 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.
- 7.3 Promoting a mix of uses at the site will also play a key role in helping to create a sense of place through providing animation, activity and vitality at ground floor level around the new areas of public realm. The complementary shops, food, drink, social, community and leisure uses would help generate a vibrant environment, which would help to create a high quality, exciting and easily accessible environment where ground floor activity would be able to spill out onto the streets, also increasing footfall and activity in the area.
- 7.4 Both local and national planning policy encourage the development of mixed-use neighbourhoods. Core Strategy Policy SP 1 states that access to jobs, services, education and open space should be improved to reduce the need to travel. The New Town neighbourhood would allow for a mix of commercial and social 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.

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- 7.5 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 help 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.
- 7.6 Beyond the Local Plan, the support for mixed-use development is also encouraged within national planning policy, with Paragraph 93 of the NPPF 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 term of planning policy.
- 7.7 The non-residential uses proposed are also supported in terms of regeneration framework guidance, with the Northern Gateway SRF encouraging the development of a residential-led mixed-use neighbourhood at New Town. The SRF states that the residential developments at New Town should be supported by a variety of social and community infrastructure. Therefore, the provision of ancillary non-residential uses within the New Town Neighbourhood is well aligned with MCC's intentions for the Site.
- 7.8 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.
- 7.9 The Applicant seeks flexible consent to allow for specific uses of the commercial floorspace to be determined at a later stage. Retail is one of the flexible uses, which this application seeks consent for. Policy C 9 of the Core Strategy states 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 Site, however, is identified within the Northern Gateway SRF as a strategic site for mixed use development, as such is considered an appropriate location for a potential retail use (and other town-centre uses) to support the residential-led scheme.
- 7.10 The below provides an assessment of the proposals against the criteria contained with Policy C 9.

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- As this location is earmarked by MCC for mixed use development, this demonstrates there are no sequentially preferable sites within the area that the development is intended to serve.
 - Given the town centre uses which would be developed as part of this application would be intended to serve the new development at Victoria North, it is considered that they will not compromise the vitality or viability of the City Centre of any other designated centres.
 - The proposed quantity of commercial development is considered appropriate in terms of its scale and function to its location.

7.11 The supporting retail, commercial, social, community and leisure uses, whilst a very important element of the proposed development in their own right towards creating a thriving mixed-use neighbourhood in New Town, and a high quality exciting environment, would be ancillary to the living accommodation proposed. Their scale and nature would not prejudice the vitality of nearby Local Centres. Rather the uses would serve the community generated by the proposed development and would be complementary to emerging developments in the nearby surrounding area as a whole. The uses would serve to enhance the sustainability of the development in conjunction with the NPPF and increase the attractiveness of Victoria North as a thriving community.

Summary

- 7.12 This chapter 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 1,551 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.
- 7.13 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.
- 7.14 The non-residential uses proposed play a key role in helping to create a sense of place through providing animation, activity and vitality at ground floor level around the new areas of public realm. The complementary shops, food, drink, social, community and leisure uses would help generate a vibrant environment, which would help to create a high quality, exciting and easily accessible environment, in accordance with Policies SP 1 and H 1 of the Core Strategy which encourage mixed use development.

8. Development Quality and Public Realm

Scale and Density

- 8.1 Core Strategy Policy H 2 identifies the area to the east and north of Manchester City Centre (within which the Site is located) as a strategic location for new housing. The policy encourages the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. It goes on to state that in locations which are close to the City Centre, such as the Lower Irk Valley, higher densities will be appropriate. The proposals at NT02-NT04 comply with Policy H 2 as they propose a high quality, high density residential offering.
- 8.2 Core Strategy Policy EN 2 supports proposals for tall buildings provided that they are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and will bring significant regeneration benefits. The policy also states that suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. A detailed assessment of the proposed development against Policy EN 2 is contained within the Tall Buildings Statement submitted in support of this application which fully addresses the scheme in the context of both height and density. The assessment demonstrates that the scheme proposals are acceptable with regards to scale and density and accord with the requirements set out by Core Strategy Policy EN 2.
- 8.3 At a national policy level, the proposed scale and density accord with relevant policies of the NPPF, with Paragraph 124 stating planning decisions should support development that makes efficient use of land, with consideration being given to the need for housing, the availability and capacity of infrastructure services and the importance of securing a well-designed, attractive and healthy place. As assessed within this Planning Statement there is an evidenced need for housing in this location, it is in close proximity to existing services and facilities and demonstrates a high quality attractive design. As such, the proposed density is acceptable in accordance with the criteria included at Paragraph 124 of the NPPF which seeks to encourage higher density development at appropriate sites.
- 8.4 Furthermore, the Site is identified as suitable for a higher density urban form in Policy H 2 of the Core Strategy and in the Northern Gateway SRF. The scale and density of the proposed development has been designed with due consideration to the aspirations of the Northern Gateway SRF for the Site to support a higher density form of development which makes best use of a previously developed, under-utilised Site, reflecting its strong relationship with the City Centre and key transport nodes.
- 8.5 The height of each element of the proposed development has been the subject of an extremely detailed design development process including detailed studies and consideration of height and density and

informed by technical assessments including a Townscape and Visual Impact Assessment ('TVIA'). The TVIA evaluates the construction and operational phase impacts of the proposed development on the local townscape and visual amenity of the Site.

- 8.6 Development in this location reflects the pattern of development on the edge of Manchester City Centre. The surrounding 'urban' neighbourhoods of NOMA, Green Quarter and New Cross highlight the Lower Irk Valley as a strategic growth location for a vibrant, mixed use and unique new urban neighbourhood extending the urban fabric of Manchester City Centre into the Lower Irk Valley to meet demand for new urban housing.
- 8.7 The design proposals have been formulated through a lengthy iterative process incorporating environmental assessment and consultation. This process has allowed Site constraints and opportunities to directly influence the evolution of the proposed development. The likely visual effects associated with the development proposals have been ascertained through the consideration of 18 representative viewpoints. Environmental impacts at the completed development phase are anticipated to primarily range from negligible to minor beneficial in terms of visual impact. Mitigation of the likely construction effects on townscape and views will be largely achieved through the implementation of a Construction Environmental Management Plan ('CEMP').
- 8.8 The TVIA found, the proposed development will contribute positively to the currently underutilised and degraded townscape which is currently subject to significant investment in order to facilitate its regeneration. While the TVIA has identified some minor/ moderate adverse impacts on viewpoints, when this application is assessed alongside cumulative developments, the cumulative effects tend to be further mitigated because the current application represents a continuation of the effect that will be established by the approved schemes, which appear to extend the City Centre skyline.
- 8.9 The proposed development will have a positive relationship with surrounding features including the Irk Valley and the viaducts and has been designed to facilitate connections with future development in the area. The staggered scale and height of the buildings maximises visibility through to the City Centre and the Lower Irk Valley and adds variety and interest to the streetscape. 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 as part of Victoria North. Thus, demonstrating the scale and height to be appropriate in terms of their visual impact.
- 8.10 Page 120 of the Northern Gateway SRF includes a 'case for height' section, which highlights that tall buildings in New Town will be considered in the context of the neighbourhood's relationship to the City Centre, the valley floor, and the operational railway that currently bisects the neighbourhood. It notes that high density and taller buildings will be concentrated closer to the City Centre and along the

operational railway, to emphasise the arrival into the Northern Gateway and to provide a substantial quantum of accommodation close to the city centre and strategic transport nodes. The proposed tall buildings at NT02-NT04 have been designed with due consideration to the intentions of the Northern Gateway SRF as the scheme proposes taller buildings in the part of the New Town neighbourhood which adjoins the railway line maximising views to the river and St Catherine's Wood and views towards the Irk Valley and the city centre. The scheme also proposes landmark buildings to define the character of the place along the operational railway line and Dantzic Street.

- 8.11 The scale and high-quality design of the development contributes to the 'sense of place' created. A number of technical assessments have been undertaken as part of the design development, as presented in the ES, which informed the scale and density of the proposed development, and demonstrates that it is entirely appropriate and therefore accords with Policies H 2 and EN 2 of the Core Strategy. The scale and density of the proposed development has also been designed with due consideration to the intentions of the Northern Gateway SRF.

Design Quality

- 8.12 Policy EN 1 of the Core Strategy expects new development in Manchester to take into consideration its location within the specific character areas and reinforce the sense of place and local distinctiveness of the City. This is considered an important element in increasing the sense of local ownership of and respect for a neighbourhood. The Site is located within the Central Arc Character Area where the opportunity exists for development on a large scale using innovative urban design solutions. In addition, Core Strategy Policy DM 1 also states that all development should have regard to the impact on the surrounding areas in terms of the design, scale and appearance of the proposed development and the character of the surrounding area.

- 8.13 The Core Objectives of the Northern Gateway SRF are to:

- Deliver a unique and high quality residential-led regeneration scheme;
- Create a varied network of high quality green streets and public open spaces;
- Create Manchester's unique City River Park;
- Build on the best of what is there;
- Improve connectivity across the Northern Gateway and beyond;
- Create new gateways to and from the city centre;

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- Deliver truly sustainable places; and,
 - Foster the emergence of local retail and service hubs.

8.14 The following key design principles from the Northern Gateway SRF have been considered in the design of the proposed development:

- Reconnect with the surrounding natural resources;
- Improve links between the city centre and the Northern Gateway;
- Create an active, mixed use neighbourhood; and,
- Create living spaces that are well lit and well proportioned, maximising views towards St Catherine's Wood, Angel Meadows and the City Centre.

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

8.16 The area's natural resources of green space and river frontage are not currently being utilised. The proposed development has been designed to reconnect to the area's natural assets, notably the River Irk and valley. The design and placement of the slender tower buildings, with mid-rise elements maximises views across the Site towards the River Irk and St. Catherine's Wood, beyond and back towards the city.

8.17 The proposals have been designed from the ground up, from district to doorknob, prioritising the design of public realm and street experience of future residents and visitors. The public realm draws on the surrounding natural environments of the proposed City River Park and Travis Island Wetlands and provides a high quality landscape scheme throughout the proposal. Buildings have been positioned to provide strong street frontages, with breaks in the massing to allow inclusive access to all areas of the scheme, and views and daylight into the development. Locations of taller buildings are staggered to maximise separation, visual permeability, and views to the surroundings. This also optimises the opportunities for sunlight and daylight into homes creating a high quality living environment for residents.

8.18 The proposal is evidenced to be of a high design quality in accordance with policies EN 1 and DM 1 of the Manchester Core Strategy, and the core objectives of the Northern Gateway SRF.

Public Realm and Landscaping

- 8.19 Policy DM 1 of the Core Strategy states that all development should have regard to effects relating to landscape, the adequacy of external amenity space and Green Infrastructure including open space, both public and private. Furthermore, the Manchester Residential Quality Guide ('MRQG') seeks to encourage the provision of outdoor amenity space that is well located, safe and well-landscaped to promote social interaction, create a sense of community and create attractive sustainable environments.
- 8.20 In addition, the Northern Gateway SRF puts a strong emphasis upon improving links between the City Centre and Victoria North, particularly for pedestrians, for which the creation of high-quality public realm to contribute to place-making is essential.
- 8.21 The SRF highlights New Town's public realm potential that needs to be addressed including providing amenity open space, green links and activating the railway arches. It also states that the use of podiums may be appropriate to deliver ground floor public uses, car parking provision and servicing. Podium decks will be used as a private amenity open space, offering residents high-quality, well-equipped communal spaces.
- 8.22 As detailed in Chapter 4 of this planning statement, the proposals are supported by a high quality, cohesive public realm and landscape offering.
- 8.23 The design process for the public realm on Red Bank has prioritised accessibility and inclusivity for all. This has been achieved on a site which has challenging topography, with a slope of approximately 10m in height from the corner of Dantzic Street / Travis Passage up to the diagonally opposite corner of the plot at the junction of Dalton Street / Dulwich Street. Nevertheless, the design follows guidelines and acts such as the Equality Act 2010 and Building Regulations 2010, and aims to meet the needs of people with sensory, mobility, and other impairments, as well as families, the elderly, and those who have limited understanding of written English. The design includes accessible pedestrian walkways, cycle paths, and vehicular routes to connect residential areas and amenities.
- 8.24 The ambition is to maximise green connections through both public realm and architectural interventions, recognising the potential role of the site as a key connection between the River Irk valley and Angel Meadow Park.
- 8.25 The streets and courtyards will act as green stepping stones, connecting St. Catherine's Wood to Victoria North and Angel Meadow Park beyond. The natural forms and structure of the woodland will be expressed through the landscape and planting design.

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- 8.26 Travis Square provides an opportunity to create lush green environment, running north- south between Dantzic Street and Dulwich Street, comprised of woodland and woodland edge planting typologies.
- 8.27 The courtyards of the NT02, NT03 and NT04 plots will offer the tranquillity and enclosure of woodland glades. Breaks in the building form will create framed views out to the surrounding streetscape, river valley and St Catherine's Wood and provide intriguing glimpses of nature and courtyard life as people pass along the surrounding streets.
- 8.28 Dantzic Street is an existing adopted highway and will be upgraded as part of the project. A strong urban identity of natural stone paving and high quality furniture along the bustling commercial edge activates the street. Separated cycle lanes sit raised above the carriageway, creating a safe active travel corridor. A diverse range of planting provides a characteristic and natural setting to the street.
- 8.29 Dulwich Street, as a new, non-adopted road, provides a generous space for pedestrian, cycle, servicing and vehicle access from Dalton Street to the north and Dantzic Street. The street provides access to plots NT02, NT03 and NT04. The street forms the main accessible route on a challenging steep site and has been designed as a slope with a gradient no less than 1:21.
- 8.30 Dulwich Street will prioritise pedestrians, cyclists, active commercial spill-out zones and dwelling spaces over cars, which are reduced to a one way 4.5m wide carriageway with minimal kerbs and will have quality public realm finish.
- 8.31 The public realm proposals also include a new street typology called 'Launch Pads', these are 25m2 sections of public realm which will include uses that encourage active uses of the space. Launch pads can be either commercial (bringing economic benefit), recreational (bringing social benefit), or ecological (bringing environmental benefit) in nature. Examples of launch pads include, seating areas, over spill café seating, a market stall, biodiversity
- 8.32 enhancements, or a play area. The launch pads intend to boost the vitality and activity within the public realm and to encourage interactions for residents and visitors of this new neighbourhood.
- 8.33 Dalton Street is an existing adopted highway and will be upgraded as part of the project. The pavement connecting to NT04 will retain the same identity as Dantzic Street which uses natural stone paving and high quality furniture along the active commercial edge.
- 8.34 The planting strategy for the site has been broken down into a series of themes. These themes will be applied to the different character areas across the NT02-04 plots, each responding to localised requirements of the surrounding area and contributing to biodiversity improvements across the site.

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- 8.35 In summary, the proposed development fully accords with Policy DM 1 of the Core Strategy. In addition it complies with the MRQG and the design principles of the Northern Gateway SRF in terms of public realm and amenity.

Access and Connectivity

- 8.36 Core Strategy 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. Policy T 2 seeks to ensure that new development is located to provide 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.
- 8.37 The Site is highly accessible by a range of sustainable transport modes and is in easy walking and cycling distance of a number of significant shops, services and facilities in the City Centre. Dantzic Street is a route that links the Centre's main arterial roads to the Irk Valley and as such serves as a 'gateway' route into the Centre. The Northern Gateway SRF defines Dantzic Street as a secondary road which will be a local walking and cycling route and will connect the city centre, Shudehill and NOMA to Vauxhall Gardens, and upper sections of the Irk Valley.
- 8.38 The closest Metrolink stop to the Site is Manchester Victoria, which is located approximately 600m to the south west of the Site. Manchester Victoria is served by all Metrolink lines, providing services to Shaw and Crompton, Rochdale, East Didsbury, Altrincham, Bury, Piccadilly and Etihad Campus. During peak times, services on most lines run at 12-minute intervals.
- 8.39 Manchester Victoria Station is also the nearest railway station. The station predominantly hosts local and regional services to the north of England. The Site is within walking distance of two further main rail stations, Manchester Piccadilly is located approximately 1.4km south of the Site with Manchester Oxford Road approximately 1.8km southwest of the Site. These stations provide national links with Manchester Piccadilly to London Euston taking an average journey time of 2 hours and 10 minutes.
- 8.40 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.
- 8.41 Pedestrian access to the Site is along Dantzic Street and Dalton Street. The footways are fully accessible and approximately 2m wide on the south side and 3m wide on the north side of the street and have

street lighting. New cycle facilities are to be brought forward as part of this proposal. The proposals will enhance the useability of Dantzie Street for both pedestrians and cyclists.

- 8.42 In summary, the proposed development is positioned in a highly sustainable location with a significant range of facilities accessible by public transport, foot and cycle and therefore accords with Policies T 1 and T 2 of the Core Strategy.

Car and Cycle Parking

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

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

- 8.44 The MRQC also sets out in terms of car parking, reduced on site provision may be justified on the basis of several factors, including providing secure cycle parking in excess of 50% provision relative to apartment numbers.

- 8.45 In addition, the Northern Gateway SRF at page 49 considers the provision of appropriate levels of car parking in order to facilitate an efficient movement framework. It states that this should include opportunities to provide lower levels of car parking in areas such as Red Bank, New Town, New Cross and Vauxhall Gardens, where higher density homes will be located in close proximity to public transport nodes and key trip generators in the city centre. The SRF at page 204 also states that proposed developments will need to address and where possible prevent or mitigate potential air pollution issues which could be achieved by encouraging more sustainable modes of transport to reduce the reliance on car use.

- 8.46 The provision of parking spaces for the full application (NT02-04) is 10%, in line with the principles set within the "Northern Gateway Initial Development Area Transport Strategy (March 2019)" which recommends a parking provision of no more than 10% for residential uses. The implications of this level of provision have been tested through the master planning process for the Red Bank neighbourhood which has informed the preparation of this full planning application.

- 8.47 Given the highly accessible location of the application Site, the proposed on-site facilities, and the existing and proposed active travel infrastructure, it is considered this level of parking provision is suitable and appropriate. Parking provision at this level, taken together with the factors mentioned above, will encourage active travel and public transport to be the mode of choice for new residents.

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- 8.48 1,551 dwellings are proposed, which based upon 10% car parking provision equates to a requirement of 156 parking spaces for the use of residents. This requirement will be met through a combination of on-site and off-site parking. A total of 104 spaces are proposed on-site, as set out in the Development Specification. These are either within building podiums or on-street along Dulwich Street. All these spaces will be for the use of residents only. The balance of the requirement (i.e. a further 52 spaces) will be provided off-site at a location within the outline planning application area. Initially, this off site car parking provision will be provided in a temporary location within the outline planning application area until a more permanent solution is delivered as part of the residential led mixed use development proposed by the separate but interrelated outline planning application. The exact location will be chosen based on proximity to the NT02-04 development and the ease and suitability of the walking route.
- 8.49 Residents accessible parking is provided on-site. 10 residents accessible spaces are provided on-site which equates to 6.5% of the total of 156 spaces.
- 8.50 In the longer term, the outline planning application will bring forward a parking solution consisting of a combination of a centralised parking facility, on-plot parking on certain plots, and on-street parking. At that time a permanent location for the NT02-04 off-site parking (52 spaces) will be confirmed.
- 8.51 13 visitor parking spaces are provided in proximity to NT02-04 and are not included within the above numbers. These are provided on Dulwich Street / Dantzic Street / Dalton Street and include 4 accessible spaces. This is to serve both visitors to residents within NT02-04 and also to serve the non-residential uses. In relation to the non-residential uses, these are intended to be complementary to the residential development, and primarily for the use of Red Bank and Dantzic St residents. Accordingly, they are not anticipated to attract significant car trips.
- 8.52 A minimum of 1,551 secure, covered cycle spaces are proposed for residents across the NT02-NT04 development. This comprises a 1:1 provision. An additional 86 visitor cycle spaces will be provided to support the ground floor commercial units and the clubhouse.
- 8.53 In summary, the proposed development is positioned in a highly sustainable location, provides enhanced pedestrian permeability and includes 100% secure cycle parking provision, and associated visitor cycle parking spaces. As such the proposals accord with the Policies T 1 and T 2 of the Core Strategy.
- 8.54 Full details of car and cycle parking within the proposed development are contained within the Transport Assessment and Travel Plan, which forms part of the ES submitted in support of this application.

Summary

- 8.55 This Chapter has assessed the proposed development against the relevant policy considerations. The principle of the proposed residential development accords with the relevant policies of the Development Plan, notably policies H 2, H 3 and EC 3 of the Core Strategy. Furthermore, the principle of the proposed development also complies with Paragraph 124 of the NPPF and guidance contained within the Northern Gateway SRF.
- 8.56 Local planning policy and guidance supports a high density, high-quality residential-led scheme in this location. It has been demonstrated that the scheme proposals are entirely acceptable in planning terms having regard to the housing typologies and mix; active frontages and mix of uses; scale and density; design and creating a sense of place; public realm and amenity; access and connectivity; car and cycle parking; affordable housing and viability. The proposed development therefore accords with Policies H 1, H 2, H 3, SP 1, EC 3, EN 1, EN 2, DM 1, T 1, T 2 and H8 of the Core Strategy.
- 8.57 A full assessment of the proposed development against the relevant Development Plan policies is contained within the Policy Schedule enclosed at **Appendix VI**.
- 8.58 The following chapter provides the Green and Blue Infrastructure Statement for the development.

9. Blue and Green Infrastructure Statement

- 9.1 MCC 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) relates to Victoria North, and states that the redevelopment project 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. Part of the City River Park, has already been granted full planning permission at St Catherine’s Wood under HIF permission ref: 133143/VO/2022 (Application 2).
- 9.5 As detailed within the DAS, a concept of ‘Wild Urbanism’ has been utilised at the site. This is a vision of merging nature and city life, bringing the Irk Valley into the city and bringing urban elements to the valley. It will highlight the site’s ecological qualities and diverse mix of uses and capitalise on the unique topography, to create a memorable place to live, work, and visit.
- 9.6 The ambition is to maximise green connections through both public realm and architectural interventions, recognising the potential role of the site as a key connection between the River Irk valley and Angel Meadow Park. The streets and courtyards will act as green stepping stones, connecting St.

Catherine's Wood to Victoria North and Angel Meadow Park beyond. The natural forms and structure of the woodland will be expressed through the landscape and planting design. Travis Square provides an opportunity to create lush green environment, running north- south between Dantzic Street and Dulwich Street, comprised of woodland and woodland edge planting typologies. The courtyards of the NT02, NT03 and NT04 plots will offer the tranquillity and enclosure of woodland glades. Breaks in the building form will create framed views out to the surrounding streetscape, river valley and St Catherine's Wood and provide intriguing glimpses of nature and courtyard life as people pass along the surrounding streets.

- 9.7 This demonstrates a high quality approach to landscaping which utilises the site's natural assets in line with the aims of MCC's Green and Blue Infrastructure Strategy.
- 9.8 In terms of biodiversity, the BNG Assessment prepared by TEP submitted in support of this application demonstrates that the proposed development will aspire create a biodiversity net gain of 26.86% on site which is significantly in excess of targeted 10% recommended in line with national planning policy. FEC is committed to delivering a 10% biodiversity net gain across the Masterplan site.
- 9.9 Chapter 10 of the Environment Statement submitted in support of this application addresses 'Water' considerations. This Chapter concludes the 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.
- 9.10 The majority of potential impacts associated with the development will be mitigated through 'embedded mitigation' measures designed into the development as well as additional mitigation, including the implementation of a CEMP.
- 9.11 The mitigation measures identified for both the demolition and construction and operational phases of the proposed development will significantly reduce the risk to the receptors that have been identified. All residual effects of the proposed development on identified receptors have been assessed as not significant.
- 9.12 In summary, the green and blue infrastructure proposed by this application are demonstrated to 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.
- 9.13 The following chapter addresses the developments 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 provides an assessment of both the full application NT02-04 and the outline application in combination, and covers 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. 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.

Crime Impact

- 10.5 A Crime Impact Statement has been prepared by GMP in support of this application.
- 10.6 This report assesses the development against the principles of 'Crime Prevention Through Environmental Design', in order to reduce opportunities for crime and the fear of crime, the following crime prevention recommendation have been made:
- The landscaped areas should be carefully designed so that areas of concealment or hard landscaping that could generate antisocial behaviour or criminality are avoided;
 - Private terraces should have appropriate boundaries to prevent easy access. These apartments must have external doors/ windows certified to burglary resistant standards;
 - Public realm and the courtyard spaces should be illuminated to a high standard. Landscaping should be carefully designed to allow good sightlines and facilitate legitimate use;
 - Access control and physical security of the buildings should be carefully considered. A comprehensive CCTV system should be provided.
- 10.7 These recommendations have been reviewed and agreed by the Architect and Applicant.

Environmental Standards Statement

- 10.8 An Environmental Standards Statement ('ESS') has been prepared by WSP in support of this detailed planning application, in addition Climate Change has been prepared as part of the Environment Statement.
- 10.9 The ESS demonstrates that in terms of the required building emission targets in-line with Part L of the Building Regulations (2010), the proposals identify a 40-55% improvement on U-values and a 62% improvement on air permeability. This is a significantly greater improvement than the required 15%.

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- 10.10 The proposed development will incorporate energy efficient building services, designed to reduce the carbon footprint of the site below the passive improvement stage (fabric first approach), using highly efficient heat generation plant, heat recovery systems and energy efficient and highly controllable lighting.
- 10.11 In terms of flood management, surface water drainage will be designed such that the rate of surface run-off from the Site is no greater than the existing scenario and as such will not result in an increase of flooding elsewhere. Drainage strategies will also include treatment measures to reduce potential impacts to water quality of receiving watercourses.
- 10.12 As for biodiversity at the site, all plots will maximise the habitat value of any open and green spaces and incorporate green and brown roofs to maximise net gain potential. This results in an aspirational 26.86% Biodiversity Net Gain across the NT02-NT04 application site.
- 10.13 The ESS demonstrates that the proposal has been designed and includes on-site infrastructure to encourage active travel. In addition to this the Site is demonstrates to be in a highly sustainable location.
- 10.14 Overall, the ESS shows the proposal has been designed to be highly sustainable in terms of its environmental impacts, flood management, biodiversity, and transport, in accordance with Policies T 1, EN 4, and EN 6 of the Manchester Core Strategy.

Sustainability Statement

- 10.15 A Sustainability Statement has been prepared by WSP in support of both this current detailed application, and the outline application at Red Bank Neighbourhood.
- 10.16 Building on a detailed assessment of local policy, evidence collated during workshops and report reviews with members of the design and delivery team, the Sustainability Statement demonstrates that a range of positive and proportionate steps to achieving sustainable outcomes across the Proposed Development lifecycle have been considered and will continue to be pursued.
- 10.17 There is therefore strong evidence to suggest that the design has responded well, and consistently, to local policy and strategy commitments to sustainable development.
- 10.18 Any further refinement of the design and delivery of the Proposed Development will be expected to progress in accordance with the commitments and intent set out in the Sustainability Statement, as well as other relevant documents submitted under this planning application. Evidence of outcomes achieved in this context will remain valuable in demonstrating a comprehensive and ongoing response to the requirements for a sustainable development.

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- 10.19 Overall, the Sustainability Statement demonstrates the proposal is fully acceptable in terms of sustainability considerations, in accordance with policies T 1, EN 4, and EN 6 of the Manchester Core Strategy.

Biodiversity Net Gain

- 10.20 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 and for Application 5 (this full application). 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 MCC's Application 1 and was updated in MCC's Application 2. To retain a holistic approach to BNG assessment, the submitted BNG Assessment report provides an update on the BNG calculations for the development and is submitted in support of this full planning application.
- 10.21 A standalone BNG assessment has been undertaken for the application site using a pre-works baseline and Op-en's detailed landscape proposals. Based upon the detailed proposals for the Application 5 area the BNG Assessment identifies a net gain of 26.86% for area based habitats. This demonstrates that for the full planning application, well in excess of 10% biodiversity units is achievable. 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

- 10.22 A Gateway One Fire Safety Statement has been prepared by Hoare Lea in support of this detailed planning application for each of the proposed buildings at Plots NT02, NT03 and NT04.
- 10.23 The Fire Safety Statements demonstrate fire safety considerations have been wholly considered throughout the iterative design process. The proposed building design and layout will not result in any health and safety impacts in relation to fire safety considerations, in accordance with Manchester Core Strategy Policy SP 1 which encourages proposals to consider safety impacts for residents.

Utilities

- 10.24 A Utilities Statement has been prepared by WSP in support of this detailed planning application. The findings of the report are summarised below:

Electricity

- 10.25 As part of the wider Victoria North Urban Regeneration, a strategy for the supply of power to the Redbank and Dantzic Street development plots, including Plots NT02, NT03 and NT04, has been developed by Manchester City Council via the Housing Infrastructure Fund (HIF). The HIF works include a proposed new 6.6kV ring main within Dantzic Street, fed from the ENWL Queens Park primary substation. 6.6kV connections to Plots NT02, NT03 and NT04 will be taken from the ring main into dedicated substations within each plot.

Gas

- 10.26 Cadent Gas operate gas distribution infrastructure in the local area. An 18 inch Medium Pressure (MP) main crosses through Plots NT02 and NT03, running between Dantzic Street and Bromley Street. Diversion of this main is required to enable development. A route and associated easement have been proposed, although this is subject to detailed design and agreement with Cadent.
- 10.27 Low Pressure (LP) gas mains are present in Dantzic Street. A LP connection enters the site from Dantzic Street. This main is to be abandoned prior to development.
- 10.28 No new gas connections to the proposed development plots are proposed.

Water

- 10.29 Potable water supply infrastructure in the area is operated by United Utilities (UU). 250mm and 90mm mains are present in Dantzic Street. The 90mm main feeds a 4 inch and a 3 inch connection into the site. These connections are to be abandoned.
- 10.30 The total water demand for the site, including potable and fire water use, is estimated to be 33.25l/s. Separate potable and fire main connections are to be provided to each plot from the existing 250mm dia. UU main within Dantzic Street.

Sewage

- 10.31 United Utilities (UU) operate the public sewerage system in the vicinity of the site. A 1550mm dia. and a 300mm combined sewer are present in Dantzic Street. A 480mm x 630mm combined sewer is located in Dalton Street. A 375mm combined sewer and a 375mm x 475mm combined sewer are located within the site connecting to the 1550mm combined sewer in Dantzic Street.
- 10.32 The 375mm x 475mm combined sewer within the site is to be abandoned. Further investigation into the status of the 375mm combined sewer within the site is required, and may be diverted or abandoned as appropriate.

10.33 New connections into the combined sewers in Dantzic Street and Dalton Street for the proposed development plots. A total peak discharge of 67 l/s has been calculated. Details of the proposed discharges has been shared with UU and comment is awaited.

Data and Telecoms

10.34 Openreach operate data and telecommunications infrastructure in the area comprising above and below ground networks in Dantzic Street. There are potentially live existing connections to the development plots which are to be abandoned.

10.35 New Openreach connections to each plot are proposed. Openreach provide Fibre-to-the-premises (FTTP) connections for free to all residential developments of 20 dwellings or more. Ducts and chambers will be provided by the developer.

10.36 Virgin Media (VM) do not have infrastructure in the immediate vicinity. The nearest VM network is at Red Bank to the north and further south-west along Dantzic Street. It is proposed to install ducts and chambers within the development plots for future connection to the VM network, should VM decide it is commercially viable to extend their network.

10.37 There are Vodafone and Installcom Technology cables to the south of the site, although not impacted by the development works.

10.38 The above demonstrates the proposal to be wholly acceptable in terms of utilities, with consideration having been given to electricity, gas, water, sewage, and data and telecoms.

Summary

10.39 An Environmental Statement has been prepared and submitted in support of this detailed planning application as well as a series of technical assessments relating to Crime Impact, Energy and Sustainability, Biodiversity Net Gain, 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 Planning Conditions

Section 106 Draft Heads of Terms

- 11.1 It is proposed that s106 Heads of Terms will address affordable housing.

Affordable Housing

- 11.2 Based upon Savills Financial Viability Assessment which is summarised in Chapter 7 of this report, FEC propose 5% affordable housing (which equates to 78 affordable properties) delivered through intermediate housing on the open market sales units.

Planning Conditions

Phased Conditions

- 11.3 The scheme comprises 3 development plots: NT02, NT03 and NT04 and therefore the development will be phased and sequenced in terms of construction and delivery. If the Council is minded to approve the planning application it is therefore 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. It is proposed that a condition is imposed on the planning permission which requires the submission of a detailed Phasing Plan prior to commencement of development.

12. Summary and Conclusions

- 12.1 This Planning Statement has been prepared by Avison Young (AY) on behalf of Far East Consortium International Limited (FEC) (hereafter referred to as the 'Applicant') in support of a proposed residential-led development for 1,551 dwellings at NT02-NT04 plots, Victoria North, Manchester of land to the south Dantzic Street/ Dalton Street and to the north of the railway line. The Site is approximately 500m north east of Manchester City Centre/ Victoria Train Station. The Site is also referred to as 'NT02-NT04' of the New Town Neighbourhood (hereafter referred to as the 'Site').
- 12.2 In April 2017, MCC selected Far East Consortium International Ltd (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 NT02-NT04, Red Bank 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 detailed application comprises the fifth 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. The fourth application is an outline application for a residential-led mixed-use development of up to 3,250 dwellings which is being submitted in parallel to the current application.

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 within Chapter 3.

Site and Surroundings

- 12.7 The application Site extends to approximately 2.81 hectares (6.94 acres) and comprises an irregular shaped parcel of land adjacent to Manchester City Centre, and 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 full planning consent for residential-led mixed-use development. It is the fifth in a series of associated applications at the Site, following three planning consents (refs: 132252/VO/2021, 133143/VO/2022, and 135190/VO/2022) for enabling and remediation works, clearance and infrastructure provision to ready the Site for development, and an outline application for residential led development at the Red Bank neighbourhood which has been submitted concurrently with the present application.

The Proposed Development

- 12.9 This application is submitted in full. The development proposals are described in detail within the submitted DAS prepared by Hawkins Brown, Maccleanor Lavington, Schulze+Grassov and Open. A development specification report prepared by Avison Young relating to this detailed application is also submitted (enclosed at **Appendix V**), providing a detailed description of the type of uses and quantum of development proposed at Plots NT02-04.
- 12.10 This application seeks full planning consent for the following description of development:

'Full planning application proposing the demolition of existing buildings and structures and erection of a phased residential led mixed use development comprising residential (use class C3 and C2), flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residential amenity space including within a clubhouse building, with associated

car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, drainage infrastructure and associated engineering works'

12.11 This application includes the following elements:

- Demolition of existing buildings and structures.
- 1,551 residential units (Use Class C3) across the three plots, broken down as follows:

Plot	Residential Development Quantum
NT02	316
NT03	579
NT04	656
Total	1,551

- The proposed housing mix is outlined in the table below.

Number of bedrooms	Percentage Provision
1 bed	41%
2 bed	54%
3 bed	5%

- A clubhouse providing a combination of resident's amenity space and commercial uses, total quantum 2,145m² GIA (gross internal area), broken down as follows:

Clubhouse Uses	Floor Area (GIA)
Resident Amenity Use	1,711 sq m
Non-Residential Uses	434 sq m
Total	2,147

- A total of 2,147m² GIA non-residential floorspace (including the commercial space contained within the clubhouse) providing for Use Classes E, F or Sui Generis uses;
- Car and cycle parking provision comprising:
 - 100% residential cycle parking provision, equating to 1,551 cycle spaces and an additional 86 visitor cycle parking spaces; and
 - 10% car parking provision, equating to 156 spaces proposing on and off site.

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- Improvements to Dantzic Street including road widening to accommodate generous pavements, cycle routes and tree planting;
 - Associated hard and soft landscaping drainage infrastructure and engineering works including the removal of the existing earth mound and erection of a retaining wall.

Residential-Led Development

- 12.12 Chapter 7 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 1,551 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.
- 12.13 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.
- 12.14 The non-residential uses proposed play a key role in helping to create a sense of place through providing animation, activity and vitality at ground floor level around the new areas of public realm. The complementary shops, food, drink, social, community and leisure uses would help generate a vibrant environment, which would help to create a high quality, exciting and easily accessible environment, in accordance with Policies SP 1 and H 1 of the Core Strategy which encourage mixed use development.

Development Quality and Public Realm

- 12.15 This section has assessed the proposed development against the relevant policy considerations. The principle of the proposed residential development accords with the relevant policies of the Development Plan, notably policies H 2, H 3 and EC 3 of the Core Strategy. Furthermore, the principle of the proposed development also complies with Paragraph 124 of the NPPF and guidance contained within the Northern Gateway SRF.
- 12.16 Local planning policy and guidance supports a high density, high-quality residential-led scheme in this location. It has been demonstrated that the scheme proposals are entirely acceptable in planning terms having regard to the housing typologies and mix; active frontages and mix of uses; scale and density; design and creating a sense of place; public realm and amenity; access and connectivity; car and cycle

parking; affordable housing and viability. The proposed development therefore accords with Policies H 1, H 2, H 3, SP 1, EC 3, EN 1, EN 2, DM 1, T 1, T 2 and H8 of the Core Strategy.

Environmental and Technical Considerations

- 12.17 An Environmental Statement has been prepared and submitted in support of this detailed planning application as well as a series of technical assessments relating to 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.

Summary

- 12.18 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 NT02-NT04, New Town and this application proposes 1,551 dwellings supported by commercial and amenity uses. 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 full planning application is approved without delay.

Appendix I

Submission Schedule

Schedule of Supporting Documents and Drawings

Document	Date	Author
Covering Letter	April 2023	Avison Young
Application form, relevant land ownership certificate (duly signed) and relevant planning application fee	April 2023	Avison Young
Design and Access Statement, including: - Landscape section - Refuse Management Strategy - External Lighting Plan	April 2023	Hawkins Brown, Maccreanor Lavington, Schulze+Grassov, OP-EN, and WSP
Planning Statement, including: - Social Infrastructure Assessment; - Green and Blue Infrastructure Statement; - Development specification; and, - Section 106 Draft Heads of Terms	April 2023	Avison Young
Biodiversity Net Gain Assessment	April 2023	TEP
Broadband Connectivity Assessment	March 2023	G-Tech
Crime Impact Statement	April 2023	GMP
Environmental Standards Statement	April 2023	WSP
Environment Statement (chapters detailed below)	April 2023	Avison Young
Financial Viability Assessment	April 2023	Savills
Fire Strategy Statements	April 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
TV Reception Statement	March 2023	G-Tech
Utilities Statement	April 2023	WSP

Environment Statement Chapters	Date	Author
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
Drawings	Reference	Author
Site Wide Plans		
Sitewide Existing Location Plan	00010001	Maccreanor Lavington Architects
Sitewide Existing Site Plan	00110001	Maccreanor Lavington Architects
Sitewide Existing Site Sections	00120001	Maccreanor Lavington Architects
Sitewide Existing Site Elevations 1	00130001	Maccreanor Lavington Architects
Sitewide Existing Site Elevations 2	00130002	Maccreanor Lavington Architects
Sitewide Proposed Site Plan	01110000	Maccreanor Lavington Architects
Sitewide Proposed Demolition Plan	01140000	Maccreanor Lavington Architects
Plots NT02 and NT03		
Lower Ground Floor GA Plan	RDB-HBA-2X-LG-DR-AR-200098	Hawkins Brown
Intermediate Floor GA Plan	RDB-HBA-2X-IT-DR-AR-200099	Hawkins Brown

Upper Ground Floor GA Plan	RDB-HBA-2X-UG-DR-AR-200100	Hawkins Brown
Level 01 Floor Plan	RDB-HBA-2X-01-DR-AR-200101	Hawkins Brown
Level 02 Floor Plan	RDB-HBA-2X-02-DR-AR-200102	Hawkins Brown
Level 03 Floor Plan	RDB-HBA-2X-03-DR-AR-200103	Hawkins Brown
Level 04 Floor Plan	RDB-HBA-2X-04-DR-AR-200104	Hawkins Brown
Level 05-06 Floor Plan	RDB-HBA-2X-05-DR-AR-200105	Hawkins Brown
Level 07 Floor Plan	RDB-HBA-2X-07-DR-AR-200107	Hawkins Brown
Level 08-18 Floor Plan	RDB-HBA-2X-08-DR-AR-200108	Hawkins Brown
Level 19-27 Floor Plan	RDB-HBA-2X-09-DR-AR-200119	Hawkins Brown
Level 28-29 Floor Plan	RDB-HBA-2X-28-DR-AR-200128	Hawkins Brown
Level 30 Floor Plan	RDB-HBA-2X-30-DR-AR-200130	Hawkins Brown
Level 31-32 Floor Plan	RDB-HBA-2X-31-DR-AR-200131	Hawkins Brown
Roof Plan	RDB-HBA-2X-RF-DR-AR-200133	Hawkins Brown
GA Section AA	RDB-HBA-2B-ZZ-DR-AR-200310	Hawkins Brown
GA Section BB	RDB-HBA-2C-ZZ-DR-AR-200311	Hawkins Brown
GA Section CC	RDB-HBA-2C-ZZ-DR-AR-200312	Hawkins Brown
GA Section DD	RDB-HBA-2X-ZZ-DR-AR-200313	Hawkins Brown
GA Section EE	RDB-HBA-2X-ZZ-DR-AR-200314	Hawkins Brown
Dantzic Street	RDB-HBA-2X-ZZ-DR-AR-200200	Hawkins Brown
Viaduct	RDB-HBA-2X-ZZ-DR-AR-200201	Hawkins Brown
Travis Square	RDB-HBA-2X-ZZ-DR-AR-200202	Hawkins Brown
Victoria Riverside	RDB-HBA-2X-ZZ-DR-AR-200204	Hawkins Brown
Dulwich Street - facing Tower 1	RDB-HBA-2X-ZZ-DR-AR-200205	Hawkins Brown

Dulwich Street - facing Tower 2	RDB-HBA-2X-ZZ-DR-AR-200206	Hawkins Brown
Clubhouse Elevations	RDB-HBA-2X-ZZ-DR-AR-200210	Hawkins Brown
Tower 1 North and East	RDB-HBA-2X-ZZ-DR-AR-200211	Hawkins Brown
Tower 1 West and South	RDB-HBA-2X-ZZ-DR-AR-200212	Hawkins Brown
Tower 2 North and East	RDB-HBA-2X-ZZ-DR-AR-200213	Hawkins Brown
Tower 2 West and South	RDB-HBA-2X-ZZ-DR-AR-200220	Hawkins Brown
Tower 3 North and East	RDB-HBA-2X-ZZ-DR-AR-200221	Hawkins Brown
Tower 3 West and South	RDB-HBA-2X-ZZ-DR-AR-200222	Hawkins Brown
Midrise 3 North and East	RDB-HBA-2X-ZZ-DR-AR-200223	Hawkins Brown
Midrise 3 West and South	RDB-HBA-2X-ZZ-DR-AR-200230	Hawkins Brown
Tower 1 Base	RDB-HBA-2B-ZZ-DR-AR-200250	Hawkins Brown
Tower 1 Crown	RDB-HBA-2X-ZZ-DR-AR-200251	Hawkins Brown
Clubhouse - Lower Levels	RDB-HBA-2B-ZZ-DR-AR-200252	Hawkins Brown
Clubhouse - Upper Levels	RDB-HBA-2B-ZZ-DR-AR-200253	Hawkins Brown
Tower 2 - Base	RDB-HBA-2C-ZZ-DR-AR-200254	Hawkins Brown
Tower 2 - Upper Levels	RDB-HBA-2C-ZZ-DR-AR-200255	Hawkins Brown
Midrise 3- Base	RDB-HBA-2C-ZZ-DR-AR-080256	Hawkins Brown
Midrise 3 - Upper Levels	RDB-HBA-2C-ZZ-DR-AR-200257	Hawkins Brown
Tower 3- Base	RDB-HBA-2C-ZZ-DR-AR-080258	Hawkins Brown
Tower 3- Crown	RDB-HBA-2C-ZZ-DR-AR-080259	Hawkins Brown
Plot NT04		
NT04 Proposed GA Plan - Level 00L (Lower Ground)	01310000	Maccleanor Lavington Architects
NT04 Proposed GA Plan - Level 00M (Lower Ground_Mezz.)	01310001	Maccleanor Lavington Architects
NT04 Proposed GA Plan - Level 00U (Upper Ground)	01310002	Maccleanor Lavington Architects

NT04 Proposed GA Plan - Level 01	01310010	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 02-05 - Typical Lower	01310020	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 06	01310060	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 07-08	01310070	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 09	01310090	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 10	01310100	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 11	01310110	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 12-18 - Typical Upper	01310120	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 19	01310190	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 20-21	01310200	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 22	01310220	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 23	01310230	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 24	01310240	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 25-26	01310250	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Level 27	01310270	Maccreanor Lavington Architects
NT04 Proposed GA Plan - Roof	01310340	Maccreanor Lavington Architects
NT04 Proposed GA Section AA	01321001	Maccreanor Lavington Architects
NT04 Proposed GA Section BB	01321002	Maccreanor Lavington Architects
NT04 Proposed GA Section CC	01321003	Maccreanor Lavington Architects
NT04 Proposed GA Section DD	01321004	Maccreanor Lavington Architects
NT04 Proposed GA Elevation Travis Passage	01331001	Maccreanor Lavington Architects
NT04 Proposed GA Elevation Dantzic Street	01331002	Maccreanor Lavington Architects
NT04 Proposed GA Elevation Dalton Street	01331003	Maccreanor Lavington Architects

NT04 Proposed GA Elevation Dulwich Street	01331004	Maccreanor Lavington Architects
NT04 Proposed GA Elevation Courtyard SE	01331005	Maccreanor Lavington Architects
NT04 Proposed GA Elevation Courtyard NW	01331006	Maccreanor Lavington Architects
NT04 Proposed GA Elevation Courtyard NE	01331007	Maccreanor Lavington Architects
NT04 Proposed GA Elevation Courtyard SW	01331008	Maccreanor Lavington Architects
NT04 Proposed Bay Study 1A Tower Base	01431001	Maccreanor Lavington Architects
NT04 Proposed Bay Study 1B Tower Top	01431002	Maccreanor Lavington Architects
NT04 Proposed Bay Study 2A Dantzig Street Base	01431003	Maccreanor Lavington Architects
NT04 Proposed Bay Study 2B Dantzig Street Top	01431004	Maccreanor Lavington Architects
NT04 Proposed Bay Study 3A Tails and courtyard Base	01431005	Maccreanor Lavington Architects
NT04 Proposed Bay Study 3B Tails and courtyard Top	01431006	Maccreanor Lavington Architects
Landscape Plans		
General Arrangement Combined Site Wide 1:500@A1	RDB-OPN-00-ZZ-DR-LA-210000	OPEN and Schulze & Grasso
General Arrangement Public Realm Site Wide 1:500@A	RDB-OPN-00-00-DR-LA-210001	OPEN and Schulze & Grasso
General Arrangement Launch Pads	RDB-OPN-00-00-DR-LA-210002	OPEN and Schulze & Grasso
Levels Plan Site Wide 1:500@A1	RDB-OPN-00-00-DR-LA-210100	OPEN and Schulze & Grasso
General Arrangement NT02 - 03 Public Realm 1:250@A1	RDB-OPN-2B-00-DR-LA-310000	OPEN and Schulze & Grasso
General Arrangement NT02-03 Courtyard 1:250@A1	RDB-OPN-2B-00-DR-LA-310001	OPEN and Schulze & Grasso
General Arrangement NT02-03 Roof Terrace 1:250@A1	RDB-OPN-2B-ZZ-DR-LA-310002	OPEN and Schulze & Grasso
General Arrangement Public Realm NT04 1:250@A1	RDB-OPN-2D-00-DR-LA-310000	OPEN and Schulze & Grasso
General Arrangement NT04 Courtyard 1:250@A1	RDB-OPN-2D-00-DR-LA-310001	OPEN and Schulze & Grasso
General Arrangement NT04 Roof Terrace 1:250@A1	RDB-OPN-2D-ZZ-DR-LA-310002	OPEN and Schulze & Grasso

Appendix II

Summary

Pre-Application

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.

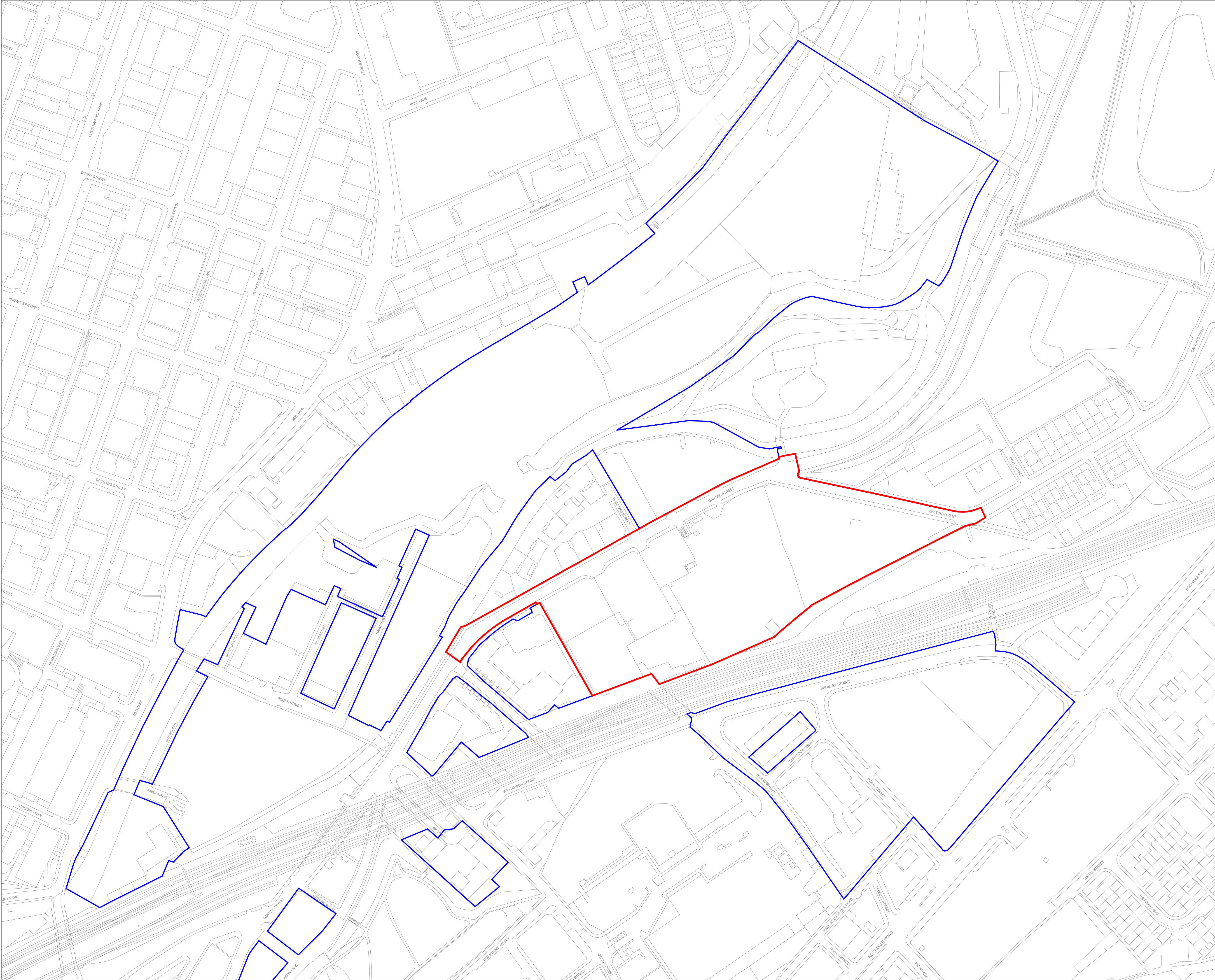
Feedback from the pre-application consultation has been considered by the Applicant on an ongoing basis to ensure that the issues raised could be addressed during the development of the proposals. The multi-phase approach to consultation ensured that feedback was received at a time when it could meaningfully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

Location Plan



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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

Legend

Application boundary

Land owned or controlled by the applicant

**MACCREANOR
LAVINGTON**

Proj. No. RDB
Sheet Name Location Plan

Project Red Bank NT02-04
Client FEC

Date 19/04/2023

Scale 1:1250

Size A1

Rev P0

Vijverhofstraat 47
3032 SB Rotterdam
The Netherlands
+31(0)10 443 96 80

Appendix IV

Planning History

Reference	Description	Outcome
134278/FO/2022	Use of two warehouses and associated land for arts, music and cultural venue/event space including theatre, dance performance-related activities (Sui Generis) with associated food and drink festivals (Flexible Use Class E / Sui Generis), for a temporary period of two years	Approved September 2022
114860/FO/2016	Erection of a part 6, part 10, part 15, part 24 storey building to form 415 residential apartments (Use Class C3a) together with commercial floor space (268 sqm) (Use Classes A1, A2, A3, A4, B1 and/or D2) with associated car parking, public realm, hard and soft landscaping, access from Dantzic Street and other associated works following demolition of existing buildings.	Approved October 2019
115268/DEM/2017	Prior notification for demolition of the Astra signs premises and associated buildings	No objection March 2017
095269/REP/2011/N1	Renewal of previously approved Outline application (reference 083043/OO/2007/N1) for new	Finally disposed of August 2011

	residential development comprising 13 no. houses and 149 no. apartments in 2 blocks with a maximum height of 17 storeys	
082674/MO/2007/N1	RESERVED MATTERS APPLICATION for appearance and landscaping for a maximum 12 storey mixed-use development comprising 178 no. one and two bedroom apartments, with commercial space at ground and upper 174 car parking spaces at ground and upper ground levels	Approved December 2008
083043/OO/2007/N1	OUTLINE APPLICATION for new residential development comprising 13 no. houses and 149 no. apartments in 2 blocks with a maximum height of 17 storeys	Approved February 2008
067289/FU/NORTH1/03	Extension of existing waste transfer operation for the storage of recycled and virgin aggregates	Refused April 2003
065994/FO/NORTH1/02	Use of land for open storage of aggregate and soils	Refused October 2002
064405/FO/NORTH1/02	Creation of new public car park for period of three years	Approved June 2002
063536/FO/NORTH1/01	Change of use of land from open storage to waste transfer station and skip yard	Approved December 2001

060808/FU/NORTH1/00	Change of use of existing industrial use of the unit to accommodate telecommunications equipment	Approved January 2001
053658/OO/NORTH1/98	Erection of 3no. business starter units	Approved July 1998
050687/FO/NORTH1/96	Temporary use of land as a car park	Approved January 1997
047057/FO/NORTH1/95	Creation of new access from Dantzic Street and boundary treatment to offices.	Approved May 1995
045920/FO/NORTH2/94	Extension at first floor level to form offices and recladding of the existing ground floor.	Approved September 1994
044375/FU/NORTH1/93	Use of land as a temporary public car-park for 138 vehicles	Approved March 1994

Appendix V
Specification

Development

Red Bank – NT02-04 Full Application Development Specification

April 2023

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4.	Clubhouse Accommodation Schedule	2
5.	Quantum of Non-Residential Uses	3
6.	Residential Mix Schedule	3
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8.	Breakdown of Car Parking	4

Appendices

Appendix 1	Schedule of Application Submission Documents (Detailed Application)
Appendix 2	Red Edge Location Plan (Detailed Application)
Appendix 3	Use Class Schedule of Non-Residential Uses (Detailed Application)

Report title: Development Specifications

Prepared by: Ed Harvey

Status: Final

Draft date: 12 April 2023

For and on behalf of Avison Young (UK) Limited

Detailed Planning Application for NT02-04

1. Introduction

- 1.1 This Development Specification has been prepared by Avison Young ('AY'), Hawkins Brown and Maccreanor Lavington Architects ('MLA') on behalf of Far East Consortium ("FEC") to inform the preparation of the technical assessments to support the detailed planning application proposing residential led development at Plots NT02-04.
- 1.2 The Development Specification provides details covering:
- Detailed Application Area
 - Residential Accommodation Schedule
 - Clubhouse Accommodation Schedule
 - Non-Residential Uses Accommodation Schedule
 - Residential Mix Schedule
 - Quantum of Cycle Parking
 - Quantum of Car Parking
 - Breakdown of Car Parking between Plots
- 1.3 The Development Specification for each component is provided below.
- 1.4 The suite of documents required in support of the detailed planning application is provided at **Appendix 1**.

2. Detailed Application Area

- 2.1 The detailed application boundary as drawn on the Site Edge Red Location Plan attached at **Appendix 2** extends to 2.81 hectares (6.91 acres).

3. Quantum of Residential Development

- 3.1 The detailed planning application will seek approval for 1,551 residential units (use classes C3) across the three plots.
- 3.2 The breakdown of units between plots is as follows:

Table 1: Detailed Residential Development Quantum

Plot	Residential Development Quantum
NT02	316
NT03	579
NT04	656
Total Full	1,551

4. Clubhouse Accommodation Schedule

- 4.1 A clubhouse providing a combination of residents' amenity space and commercial uses (Use Class E, F and Sui Generis) will be provided at NT02. The detailed planning application will seek approval for the total size of the clubhouse building as follows:

Table 2: Detailed Clubhouse Building Total Quantum

Floor Area	Clubhouse: Total Area
Gross Internal Area	2,145 sq m
Gross External Area	2,247 sq m
Net Internal Area	1,457 sq m

- 4.2 As stated above, within the clubhouse building there will be a combination of residents' amenity space and commercial uses (Use Class E, F and Sui Generis) which is broken down as follows:

Clubhouse Resident Amenity Use

- 4.3 Part of the clubhouse will be solely for residents' use. It will provide functions such as: Gym/fitness/wellness studio, communal kitchen, cinema, launderette, library, gaming room, workspace, podcast room, pitch theatre, café/bar, table sports room and arts & crafts. The total size of the clubhouse which is only accessible to residents as amenity area is:

Table 3: Detailed Clubhouse Building Resident Amenity Quantum

Floor Area	Clubhouse: Resident Amenity Area
Gross Internal Area	1,711 sq m
Gross External Area	1,794 sq m
Net Internal Area	1,115 sq m

Clubhouse Non-Residential Use

- 4.4 Part of the clubhouse proposed on ground, first and sixth floor levels will provide non-residential, commercial uses (Use Class E, F and Sui Generis) and will be accessible to the public. Attached at **Appendix 3** is a Use Class Schedule of Non-Residential Uses for which detailed planning permission is sought. The total size of the clubhouse which will be non-residential commercial uses and accessible to the public is:

Table 4: Detailed Clubhouse Building Non-Residential Use Quantum

Floor Area	Clubhouse: Non-Residential Use
Gross Internal Area	434 sq m

Gross External Area	452 sq m
Net Internal Area	341 sq m

- 4.5 The extent of non-residential uses proposed in the Clubhouse is also provided within the total extent of non-residential uses proposed for which full planning permission is sought. The total extent of non-residential uses proposed across the NT02-NT04 development is provided in the following section.

5. Quantum of Non-Residential Uses

- 5.1 A mix of uses are proposed as part of the development. Attached at **Appendix 7** is a Use Class Schedule of Non-Residential Uses for which detailed planning permission is sought.
- 5.2 Plots NT02-04 will include provision of flexible non-residential floorspace units providing for Use Classes E, F or Sui Generis uses. A breakdown of the uses between plots is set out below and includes the non-residential uses proposed in the clubhouse which is accessible to the public:

Table 5: Detailed Non-Residential Uses Total Quantum

Plot	GIA	GEA	NIA
NT02	434 sq m	452 sq m	341 sq m
NT03	1,030 sq m	1,157 sq m	1,007 sq m
NT04	683 sq m	731 sq m	614 sq m
Total Full	2,147 sq m	2,340 sq m	1,962 sq m

6. Residential Mix Schedule

- 6.1 For the purpose of the detailed planning application, the proposed residential mix is as follows:

Table 6: Detailed Residential Mix

Plot	1 bed	2 bed	3 bed
NT02	124	184	8
NT03	233	305	41
NT04	285	339	32
Total Full	642 (41%)	828 (54%)	81 (5%)

7. Quantum of Cycle Parking

7.1 The amount of cycle parking proposed as part of the detailed planning application is:

- NT02 = 316 cycles no
- NT03 = 579 cycles no
- NT04 = 656 cycles no

8. Breakdown of Car Parking

8.1 The amount of car parking proposed for the detailed application is:

Table 7: Detailed Proposed Car Parking Spaces

Plot	Podium (Residents only)		Dulwich Street (private estate) – Residents only		Total Residential Car Parking Spaces (%)	Dulwich Street (private estate) – Visitors		Dantzic & Dalton Street (adopted highways) – Visitors		Total Visitor Spaces
	Standard	Accessibl e	Standard On-Street	Accessibl e On- Street		Standard On-Street	Accessible On-Street	Standard On-Street	Accessible On-Street	
NT02	0	0	0	0	0 (0%)	0	1	0	0	1
NT03	37	3	0	0	40 (7%)	0	1	0	1	2
NT04	41	2	16	5	64 (10%)	0	0	9	1	10
Total Full	78	5	16	5	104 (7%)	0	2	9	2	13

Red Bank Detailed Planning Application

Non-Residential Uses Schedule

January 2023

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	

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 1- Employment and Economic Growth in Manchester	Policy EC 1 states the Council will encourage the development of employment land and support other significant contributors to economic growth and productivity. The policy includes a list of priorities for ensuring continued economic growth, including: • Improving access to jobs for all via public transport, walking and cycling; • Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; • Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses; and, • Ensuring the continued social, economic and environmental regeneration of the City.	Yes

	This proposal will bring about significant economic benefits, as demonstrated within Chapter 3 of this Planning Statement. The residential-led development is in close proximity to existing employment sites and is well connected to public transport.	
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; • 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.	Yes
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;	Yes

	- 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	
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. 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 detailed design of the scheme is included within the Design and Access Statement submitted in support of this application.	Yes
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 Heritage Statement as part of the Environmental Statement ('ES') which assesses the potential heritage impact on the identified heritage assets. The assessment	Yes

	considers there would be no significant effects anticipated in relation to identified heritage assets and cultural heritage in general during both the construction and operational period of the development.	
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 Energy Standards Statement (ESS) which demonstrates how the development will incorporate Sustainable Design and resource efficiency measures in accordance with the Energy Hierarchy. The ESS demonstrates that in terms of the required building emission targets in-line with Part L of the Building Regulations (2010), the proposals identify a 40-55% improvement on U-values and a 62% improvement on air permeability. This is a significantly greater improvement than the required 15%. The proposed development will incorporate energy efficient buildings, which have been designed in accordance with the energy hierarchy to reduce the carbon footprint of the site below the passive improvement stage (fabric first approach), using highly efficient heat generation plant, heat recovery systems and energy efficient and highly controllable lighting. Overall, the ESS shows the proposal has been designed to be highly sustainable in terms of its environmental impacts, flood management, biodiversity, and transport, in accordance with Policy EN 4 of the Manchester Core Strategy.	Yes
EN 6- 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, submitted as part of the Design and Access Statement, which sets out the projected regulated energy demand and associated CO2 emissions for all phases of the development. The Energy Statement must demonstrate how the development meets the domestic CO2 emissions reductions targets provided in this policy.	Yes

	This application is supported by an Environmental Standards Statement which demonstrates how the development will incorporate Sustainable Design and resource efficiency measures in accordance with the Energy Hierarchy. As per the line above, the ESS shows the proposal has been designed to be highly sustainable in terms of its environmental impacts, flood management, biodiversity, and transport, in accordance with Policy EN 6 of the Manchester Core Strategy.	
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. As detailed within the DAS, a concept of 'Wild Urbanism' has been utilised at the site. This is a vision of merging nature and city life, bringing the Irk Valley into the city and bringing urban elements to the valley. It will highlight the site's ecological qualities and diverse mix of uses and capitalise on the unique topography, to create a memorable place to live, work, and visit.	Yes

	The ambition is to maximise green connections through both public realm and architectural interventions, recognising the potential role of the site as a key connection between the River Irk valley and Angel Meadow Park. The streets and courtyards will act as green steppingstones, connecting St. Catherine's Wood to Victoria North and Angel Meadow Park beyond. The natural forms and structure of the woodland will be expressed through the landscape and planting design. Travis Square provides an opportunity to create lush green environment, running north- south between Dantzig Street and Dulwich Street, comprised of woodland and woodland edge planting typologies. The courtyards of the NT02, NT03 and NT04 plots will offer the tranquility and enclosure of woodland glades. Breaks in the building form will create framed views out to the surrounding streetscape, river valley and St Catherine's Wood and provide intriguing glimpses of nature and courtyard life as people pass along the surrounding streets. The proposal is therefore demonstrated to be supported by high quality, cohesive green infrastructure provision in accordance with Policy EN 9.	
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 ES relates to Flood Risk and Drainage and concludes that with appropriate mitigation, the residual effect of the proposed development in terms of flood risk considerations is assessed as not significant.	Yes

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 support 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
EN17- Water Quality	This policy states that development should: Avoid any adverse impact on water quality and wherever possible should seek to enhance water quality; • Minimise surface run-off from development and associated roads and maximise the use of appropriate sustainable drainage systems; • Ensure that waste or litter cannot enter any watercourses located close to the site; and • Where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse. The drainage and flood risk assessment submitted in support of this application confirms that the application proposals adhere to the requirements of this policy.	Yes

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: • Affordable Housing • Education • Health and wellbeing facilities • Community facilities	Yes

	• 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 a Draft Section 106 Heads of Terms which provides commitments from the Applicant in respect of developer contributions, including affordable housing provision.	
DM 1- Development Management	Policy DM 1 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 or summarised in Chapter 11 of this Planning Statement. The supporting technical reports demonstrate the proposal to be acceptable in terms of amenity considerations.	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>.	Yes

	The plans submitted in support of this application demonstrate that the proposed development has been designed to ensure accessibility for disabled people.	
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 an Archaeology and Heritage Chapter as part of the Environmental Statement ('ES') which assesses the potential heritage impact on the identified heritage assets. The assessment considers there would be no significant effects anticipated in relation to identified heritage assets and cultural heritage in general during both the construction and operational period of the development.	Yes
Citywide Development Control Policy DC20.1 – Archaeology	Policy DC20.1 states that the Council will give particularly careful consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place. Furthermore, the policy states that the Council will have special regard to the desirability of securing the preservation of other sites of archaeological interest and their setting in place. It will not permit development that, in its opinion, would adversely affect other sites of archaeological interests, and their settings. In exceptional cases where development is inevitable, the Council will look at the scope for combining reservation in place with limited investigation and recording. This application is supported by an Archaeology and Heritage Chapter as part of the Environmental Statement ('ES') which assesses the potential heritage impact on the identified heritage assets. The	Yes

	assessment considers there would be no significant effects anticipated in relation to identified heritage assets and cultural heritage in general during both the construction and operational period of the development.	
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- Development and Noise	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
Part 1 Environmental Improvement and Protection Policy E3.3	This Policy states the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include the improvement of the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.	

	The application Site occupies a prominent location, adjacent to used railway line, as such the high quality design with excellent landscaping proposals will vastly improve the appearance of the area for those arriving into Manchester via train, which will make the city more attractive to tourists, visitors and investors.	
Part 1 Environmental Improvement and Protection Policy E3.4	This Policy states the Council will create a network of safe and attractive major linear recreational open spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. Within these areas measures will be taken to:- a) achieve widespread environmental improvements; b) protect the natural environment; c) improve water quality; d) improve access for pedestrians, disabled people, cyclists and, where appropriate, horse riders; e) protect and enhance wildlife corridors The Council will ensure that, in developing these recreational routes, adequate measures are taken to safeguard the privacy of nearby residential properties. This proposal comprises part of a widescale masterplan with will see significant environmental improvements within the Victoria North SRF area. The scheme is supported by high quality, cohesive landscaping and will provide attractive recreational open spaces. The proposals are therefore demonstrated to accord with UDP Policy E3.4.	Yes
Area 3- Harpurhey, Lightbowne and Collyhurst Policy HC10- Industrial and Commercial Uses	This policy identifies part of the site 'Dalton Street' as an Economic Development area, being allocated for business of commercial development. While this proposal is for residential-led development, it does include commercial space within all buildings. The development will subsequently bring economic improvements to the area. In addition it is considered that this policy of the UDP is no longer extant as it conflicts with more recent policies and	N/A

	regenerations prepared by MCC which identify this site as being suitable for residential-led development.	
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>	Yes

	This proposal is for a residential-led development, which would provide 1,551 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.	
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 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.	
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	Yes

	proposal is demonstrated to have been designed in accordance with Chapter 8 of the NPPF as it will promote a healthy and safe community.	
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; - 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.	Yes
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. This criterion includes 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; • 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 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.	Yes
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 BNG increase of 52.7%. The proposals are therefore shown to align with Chapter 15 of the NPPF.	Yes
Chapter 16: Conserving and	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;	Yes

enhancing the historic environment	• 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. This application is supported by an Archaeology and Heritage Chapter as part of the Environmental Statement ('ES') which assesses the potential heritage impact on the identified heritage assets. The assessment considers there would be no significant effects anticipated in relation to identified heritage assets and cultural heritage in general during both the construction and operational period of the development.	
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