



## Jersey Street Bridge Planning Statement

For Manchester City Council | 31 March 2022



# Contents

|                                             |    |
|---------------------------------------------|----|
| Introduction                                | 3  |
| Site Description                            | 7  |
| Strategic Context                           | 9  |
| Environmental Designations                  | 10 |
| Proposed Development                        | 11 |
| Planning Policy and Material Considerations | 14 |
| Planning Policy Assessment                  | 17 |
| Summary and Conclusions                     | 26 |

# Introduction

The Site is located in the neighbourhood of Ancoats and New Islington, East Manchester, an area which has undergone significant regeneration over the last two decades. During the late 18th to early 20th century, Ancoats and New Islington was a thriving industrial district of Manchester, until it suffered significant economic decline during the post-war years. Over a fifty-year period, East Manchester's population fell from 164,000 in 1951 to 62,000 in 2001. This combination of employment and population loss left the area with a significant amount of brownfield, vacant, and underused land and buildings along with a low value, low demand housing market operating in a less than ideal physical environment.

By the 1990s the area was suffering from high levels of crime and dereliction. From the early 1990s onward the City Council has worked in conjunction with government agencies, businesses, community stakeholders and developer partners to develop and deliver comprehensive regeneration strategies in the area. However, the 2008 financial crisis halted many previous regeneration and placemaking efforts. With the remaining community vulnerable and a severe housing shortfall in the city, Ancoats was identified as a priority area for intervention on the eastern edge of the City Centre. Following a series of coordinated interventions and partnerships, Ancoats has now seen its population grow and is noted as one of the most liveable communities in the country, with 1,000s of new homes delivered, along with critical infrastructure and placemaking.

This regeneration has been assisted by a consistent vision for the area, most recently set out in the Ancoats and New Islington Neighbourhood Development Framework ('Ancoats and NI NDF'). The NDF was originally endorsed by Manchester City Council's Executive in October 2014. In December 2016, an updated version was endorsed superseding the 2014 document. The 2016 Ancoats and NI NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 Ancoats and NI NDF identified six-character areas across Ancoats and New Islington. The Site falls within the Poland Street Zone ([Figure 1](#)). This is also sometimes known as the 'Back of Ancoats' and, until now has not had the same level of investment and development as the 'Front of Ancoats' or areas of New Islington.



Figure 1: Image showing Poland Street zone (highlighted in red) within the boundary of Ancoats and New Islington (NDF 2020)

In recognition of increased developer interest an update to the NDF was endorsed by Manchester City Council's Executive in July 2020, which further refined the development principles for the Poland Street Zone (the Poland Street NDF), and to ensure that future development preserved the character of the area whilst meeting future housing, sustainability, and community needs.

Several developments in the Poland Street Zone have already received consent or commenced the application process, seeing significant new levels of investment in the area.

**Eliza Yard** A residential development which will be delivered by Manchester Life. Granted consent July 2021.

**Ancoats Mobility Hub** Innovative neighbourhood infrastructure that seeks to evolve the conventions of parking, street usage, mobility, and logistics in a city centre environment which will be delivered and operated by a management company selected by Manchester Life Strategic Development Company Limited and Manchester City Council. Granted consent July 2021.

**Jersey Wharf** Residential development which will be delivered by Manchester Life. Currently undergoing public consultation.

**Rodney Street** The first of This City's residential developments with at least 20% of the new homes to be at accessible rent levels. Public consultation held in February 2022.



Figure 2: Image showing development current sites coming forward within the Poland Street zone



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A key part of this next phase of development in the Poland Street Zone will be delivering high quality public realm and in 2021 an addendum to the 2020 Ancoats and NI NDF was drafted – the Poland Street Zone Public Realm Strategy. This underwent public consultation in February 2022 and was endorsed by the Executive in March 2022. The Strategy sets out the following Vision:

- To support the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of a public realm which supports life and celebrates place.
  - With key objectives including:
    - A new green heart [Ancoats Green]
    - Rebalancing movement towards active travel
    - Extending green character to streets and spaces
    - Enhancing industrial heritage / [Ancoats] Conservation Area
- 

A key part of the Strategy is the creation of the Prussia Street Arm Greenway. This is a new linear green space that will celebrate the alignment of the former Prussia Street Canal Arm and provide a new direct and safe pedestrian / cycle connection between Ancoats Green and Portugal Street, and Rochdale Canal as illustrated in [Figure 3](#).

Currently the Jersey Street Bridge prevents the Prussia Street Arm Greenway from being fully and successfully implemented. This is due to the level difference between the proposed Greenway / former canal and Jersey Street. Since the canal was dammed in the 1970s the Bridge has been redundant and does not create an optimum environment for the surrounding development sites and proposed investment in public realm. By removing the Bridge, level and direct access can be created all the way from Ancoats Green through to Rochdale Canal. This is not only preferable from an accessibility perspective through the creation of a clear and simple route; but also supports the wider overall regeneration of the Poland Street Zone.

The Greenway will be the major new piece of public realm infrastructure in the area, and it is essential it functions successfully and is fully utilised. The demolition of the Bridge will also support the next phase of regeneration in Ancoats by enabling the consented Eliza Yard and forthcoming developments (Jersey Wharf and the plot to the north east of the bridge) to come forward, providing new residential and commercial units and high-quality investment in the area. Full details of the public benefits of the Proposed Development are provided in [this section](#).



## Key

- 1** Consented development
  - 2** Emerging development proposal
  - Existing building footprint
  - Raised crossing point
  - Seating and informal play facilities in street
  - Green verge including tree and shrub planting with potential for SuDs features
  - Localised narrowing of carriageway utilising tree planting and potential SuDs features
  - Flexible space for outdoor sport and children's play
  - Communal gardens and growing space
  - Multifunctional plaza with planting, seating and event space
  - Urban lane - a narrow street utilising hard materials
- Character Spaces**
- 1** Ancoats Green
  - 2** Prussia Street Arm Greenway
  - 3** Rochdale Canal Walk
  - 4** Green streets
  - 5** Ancoats Green Plaza

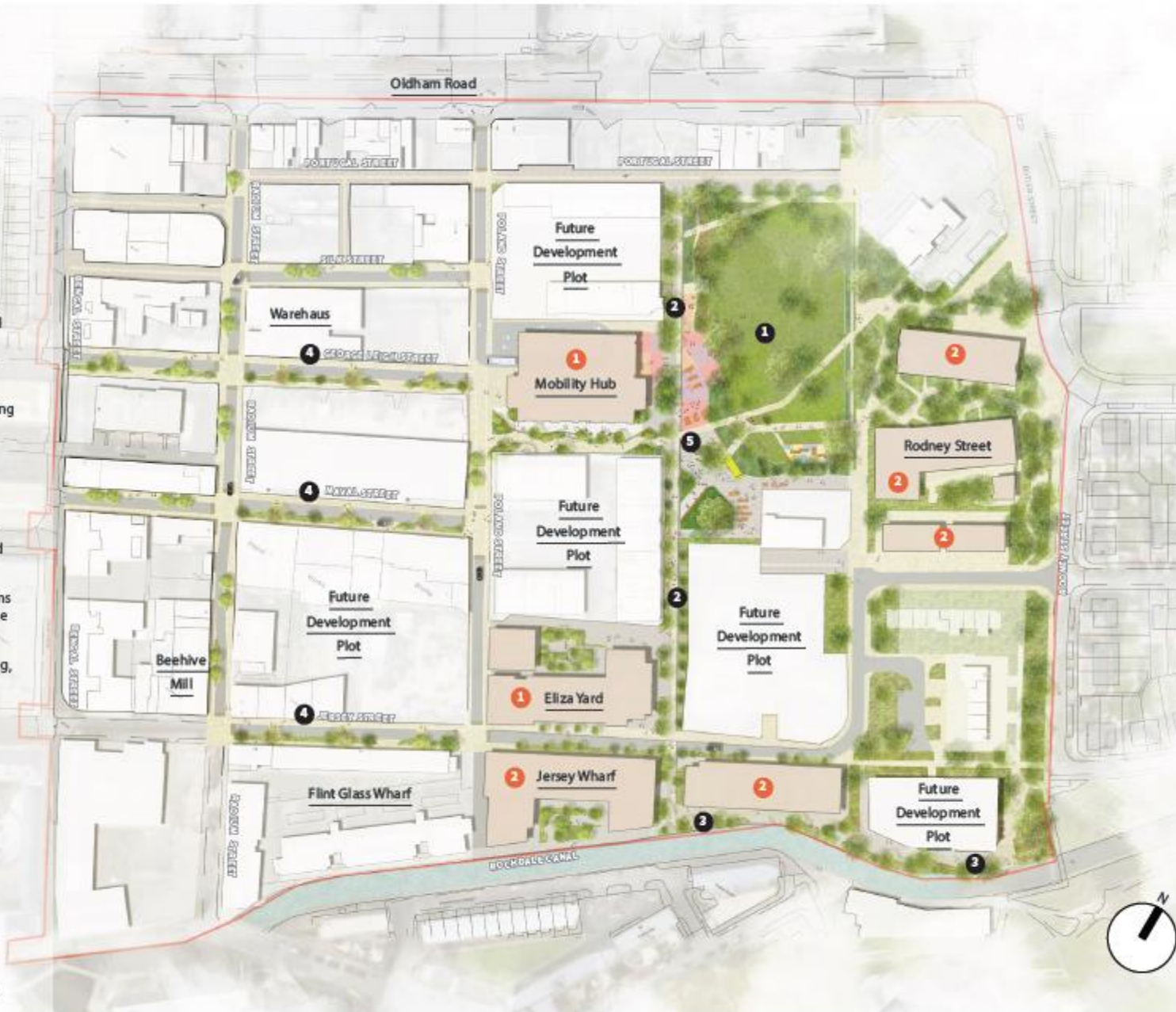


Figure 3 : Poland Street Zone Public Realm Masterplan

# Site Description

The development Site is approximately 0.26 hectares and is located entirely within the Poland Street Zone NDF area. The Poland Street Zone covers land bounded by Oldham Road, Bengal Street, the Rochdale Canal and Butler Street/Rodney Street, as per [Figure 1](#).

The Site is located on Jersey Street and the bridge structure is situated approximately 80m northeast of the road junction between Jersey Street and Poland Street. A Site Location Plan is shown at [Figure 4](#). The bridge carries the Jersey Street highway over a small depression which is the former Prussia Street Canal arm, which previously extended from the Rochdale Canal to the south. The canal arm existed until the early 1970s, when the waterway was dammed at its junction with the Rochdale Canal and infilled. The infilled canal arm to the south of the bridge is covered in vegetation and the space beneath the bridge structure has been infilled.

As outlined within the Deconstruction Methodology Report prepared by Civic Engineers, the bridge currently appears to be in poor condition evidenced by spalling brickwork within the abutment and return walls; corrosion to the bridge beams; and damage to the parapets. Works have previously been undertaken to reduce the risk of structural damage and decay by in-filling the void beneath the bridge beams to provide additional support to the bridge deck. In both of the depressions on either side of the bridge there is clear vegetation growth, however this is very significant on the southern side where the vegetation has grown on the outer face of the parapet which may have affected its structural integrity. Additionally, the root spread of the mature tree growing within the recess on the southern side of the bridge may have an influence on the condition of the bridge foundations and bearing which may lead to instability.

The Site is bound by a concrete hardstanding car park to the north, and a large warehouse to the south which is currently unoccupied. To the southeast of the highway, an area of undeveloped land is present in the former location of the Bengal Street Arm canal, predominantly comprising concrete hardstanding from previous development with overgrown shrubs and vegetation around the periphery.

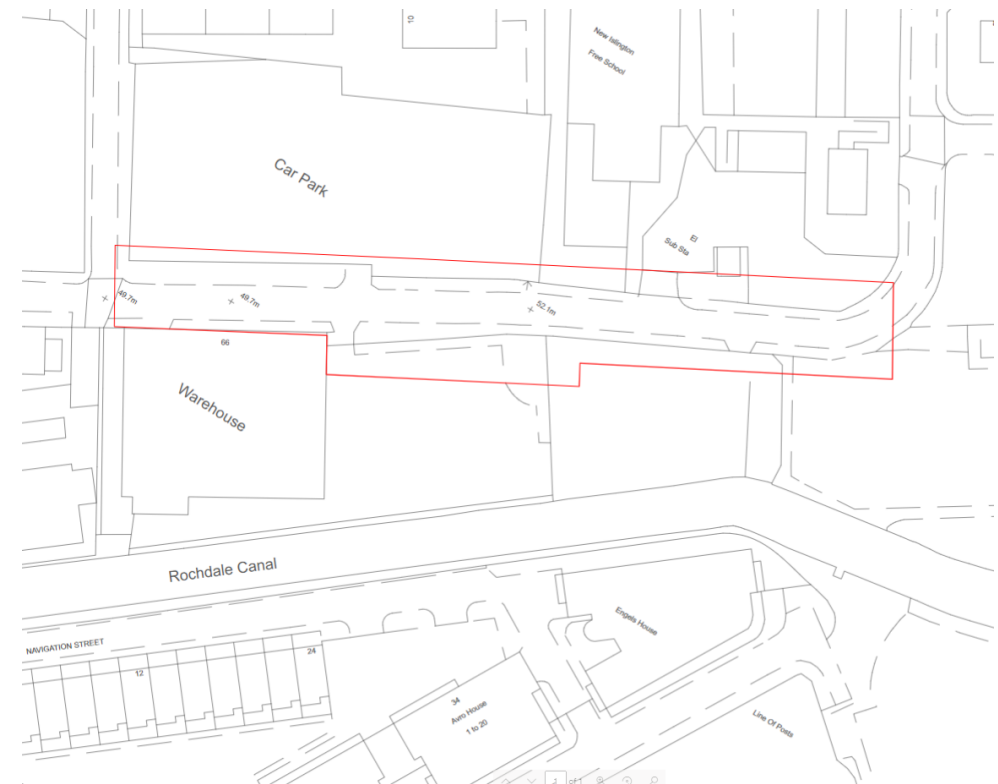


Figure 4: Site Location Plan

# Site Description



Figure 5: Aerial and Approach Views of Jersey Street Bridge





# Strategic Context

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The Site forms part of the Poland Street Zone NDF area, which was endorsed by Manchester City Council's Executive in July 2020. The NDF sets out a comprehensive strategy that will guide the future development principles for the Poland Street Zone and ensure that future development preserves the character of the area whilst meeting future housing, sustainability, and community needs.

In March 2022, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council's Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'. It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood.

One of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway. The Prussia Street Arm Greenway will create a simple linear green connection through Ancoats Green to Portugal Street, that celebrates the hidden alignment of the Prussia Street Canal Arm and is the main new element of public realm proposed. The demolition of the Jersey Street Bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Greenway to the Rochdale Canal.

In July 2021, two schemes were granted planning permission within the Poland Street Zone NDF area: Eliza Yard (application ref. 130354/FO/2021) and the Ancoats Mobility Hub (application ref. 130627/FO/2021). In addition to this, there are two applications currently being prepared within the Poland Street Zone NDF area: Jersey Wharf and Rodney Street. The Eliza Yard development site and Jersey Wharf Proposed Development sites are located adjacent to the Proposed Development Site, to the north and east of the Jersey Street Bridge.

The demolition of the Jersey Street Bridge will facilitate regeneration within the Poland Street Zone. The demolition will allow the approved Eliza Yard development and future neighbouring developments, as shown on [Figure 2](#), to provide increased accessibility through providing a level route, without the need for steps and ramps. This will also benefit accessibility and ease of routes within the public realm by providing a level access to the Rochdale Canal via the Prussia Street Arm Greenway.



# Environmental Designations

The Site is located within the Ancoats Conservation Area; however, the quality of the Conservation Area is degraded in the immediate area surrounding the Site. The nearest listed building to the development Site is the Grade II Listed Union Street Bridge, located approximately 87.3m to the south west of the Site. The former Prussia Arm canal spur provides a historic reference point which is also recognised in the Ancoats and New Islington NDF and the Poland Public Realm Street Zone Strategy.

The Site is located within Flood Zone 1, which means that there is less than 0.1% chance of flooding per annum. It falls within a Critical Drainage Area as prescribed by the Manchester, Salford, and Trafford Strategic Flood Risk Assessment.

The Site is not located within an Air Quality Management Area however it is located circa 246m south of Greater Manchester Air Quality Management Area.

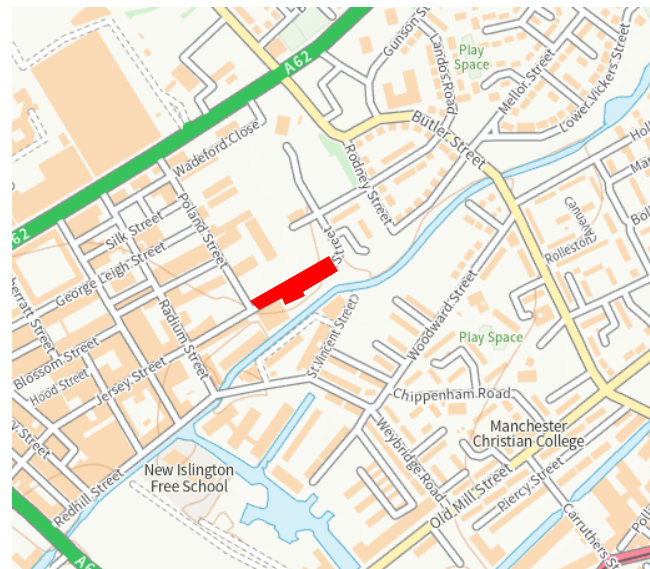


Figure 7: Image showing site in Flood Zone 1 (site in red) (Gov UK: OS Data, 2022)

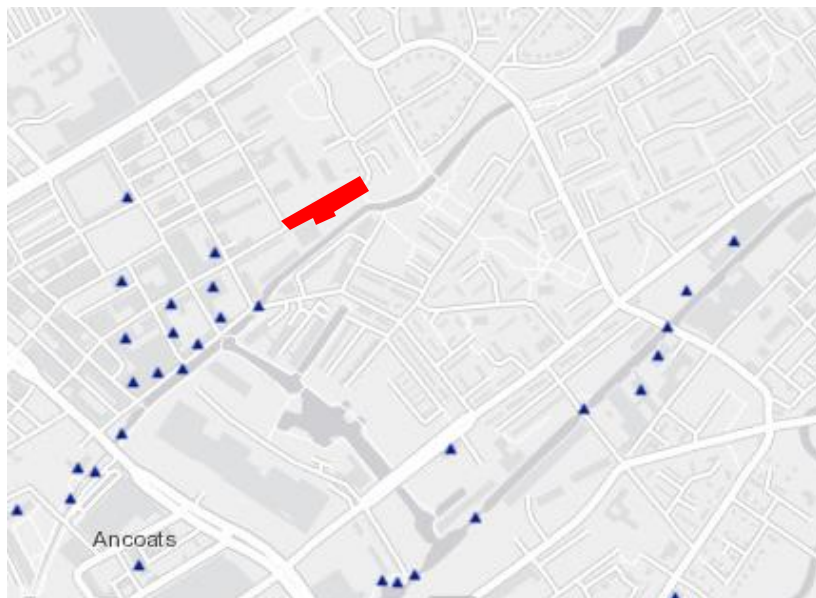


Figure 6: Image showing site in context of historic environment (site in red) - (Historic England Map Search Tool, 2022)

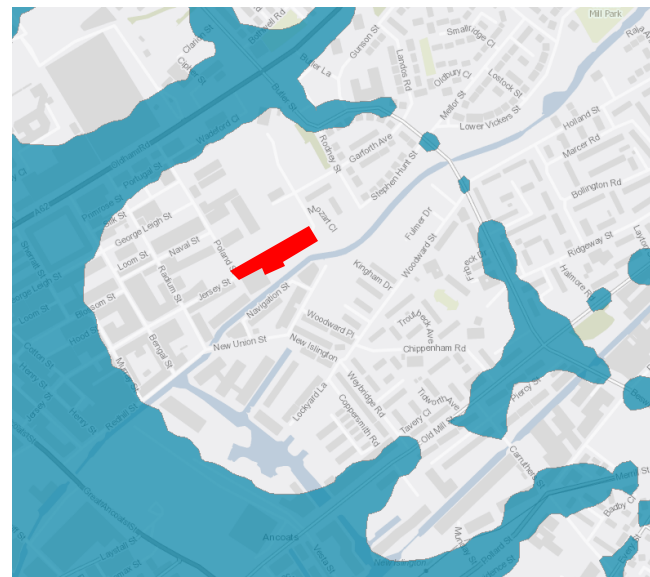


Figure 8: Image showing site outside of Air Quality Management Zone (site in red) (Department for Environment, Food and Rural Affairs: OS Data, 2022)



# Proposed Development | Introduction

The Proposed Development would seek to demolish the Jersey Street Bridge in order to allow for this section of Jersey Street to be re-graded. The demolition of the Jersey Street Bridge is considered to be key in creating a level, pleasant and safe connection between Ancoats Green and the Rochdale Canal, and will allow the full realisation of the Prussia Street Arm Greenway as set out in the Public Realm Strategy.

The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key spaces through providing a direct link between Ancoats Green and Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Canal Arm, which will inform the character of this space.

The Jersey Street Bridge once spanned an arm of the Rochdale Canal (known as the Prussia Street canal arm); however, the arm of the canal has since been filled in and the land is now available for repurposing as an active travel corridor to compliment the planned new development in the area.

The demolition of the bridge will also facilitate the development of the approved Eliza Yard and future Jersey Wharf development; as well as the Plot to the north east of the Bridge. The description of development as stated within the application form is as follows:

***‘Demolition of a redundant bridge and associated works required to facilitate the creation of a new at-grade pedestrian and cycle route with enhanced public realm.’***

## Access

The Proposed Development will temporarily close the section of Jersey Street to the east of Poland Street for the bridge demolition and re-grading. During this time, it will not be possible to maintain vehicle or pedestrian access and diversions will need to be put in place. This process is expected to last approximately four months. After this time the road and pavements will be reinstated with temporary surfaces to allow development in the surrounding area to proceed in phases. The road and pavement surfaces will then be upgraded in accordance with the endorsed Public Realm Strategy for the area.

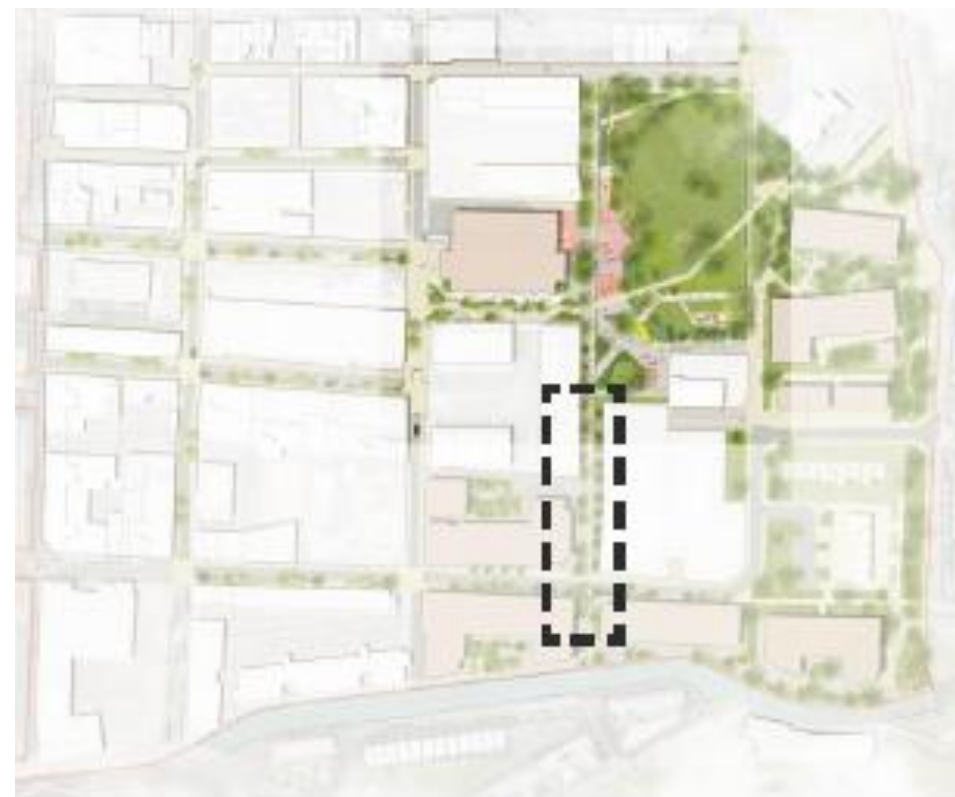


Figure 9: Prussia Street Arm Greenway Location Plan



# Proposed Development | Final Surface Finish

Following the demolition of the bridge, the application proposes a temporary surface for Jersey Street as the highway will be used as a construction route for c. 3 years whilst the neighbouring development schemes are built. The final treatment for Jersey Street will be delivered once these developments are complete and will be secured through appropriate planning conditions.

The Jersey Street Indicative Final Surface plan (drawing ref. 2895-PLA-XX-XX-DR-L-0011 Rev P02) illustrates how the Site might be finished once the neighbouring developments are complete. The plan incorporates the development principles set out in the Poland Street Zone Public Realm Strategy and takes into account the conclusions of the technical reports prepared for the Site. A drawing setting out the final proposed finish will be submitted once the detailed and holistic work on the public realm in the Poland Street Zone is complete, and ahead of the implementation of the final finishes on Site.



Figure 10: Jersey Street Indicative Final Surface Plan (Planit-IE)



# Proposed Development | Public Benefits

The Proposed Development will result in the following public benefits:

1

The development will facilitate the overall regeneration of the Poland Street Zone by kickstarting the implementation of the Public Realm Strategy. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living, and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night.

2

The delivery of the Prussia Street Arm Greenway, which is highlighted as a key character area within the Public Realm Strategy and is the major new element of public realm. The Prussia Street Arm Greenway will provide a new public space which will provide new places for seating and tree planting, with wildflower planting and the potential for SuDs.

3

Improved accessibility through the delivery of lowered street levels which will remove the need for steps and ramps. The demolition of the bridge will provide level routes to the surrounding buildings and a level, direct connection to the Rochdale Canal.

4

The demolition of the bridge will enable the Prussia Street Arm Greenway to re-establish the visual link along the canal spur, resulting in a more meaningful understanding of the history of the area and how the area was once connected. This will be supported by landscaping which will celebrate and define the former canal alignment.

5

The Proposed Development will support the next phase of development in Ancoats by enabling the consented Eliza Yard and forthcoming developments (Jersey Wharf and the plot to the north east of the bridge) to come forward, providing new residential and commercial units.

6

The Site sits between Ancoats and the Miles Platting PFI area and therefore will help to physically link the existing residential community of Miles Platting with the wider economic area of Ancoats and the city centre.

The remaining sections of this Statement set out the relevant planning policy, key regeneration considerations and other material considerations.



# Planning Policy and Material Considerations | National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) (revised version published July 2021) articulates the priorities of the Plan for Growth within planning policy.

At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental, and social progress for this and future generations.

|                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Building a strong, competitive economy</i></b> | <p>The NPPF states that planning decisions should support economic growth and productivity. This includes seeking to address potential barriers to investment, such as inadequate infrastructure, services, or housing.</p> <p>The Proposed Development will assist with the delivery of Eliza Yard, the future delivery of Jersey Wharf and the Plot to the north east of the bridge, (at least 350 homes) by unlocking the development plots through levelling the street and creating an environment for the Prussia Street Arm Greenway public realm to be brought forward (<a href="#">Figure 9</a>).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b><i>Promoting healthy and safe communities</i></b> | <p>The NPPF promotes healthy, inclusive, and safe communities which are accessible; and enable and support healthy lifestyles.</p> <p>The Proposed Development is critical to the delivery of the Prussia Street Arm Greenway and the wider Poland Street Zone Public Realm Strategy. These comprehensive and long-term public realm redevelopment plans will improve the safety, walkability, and sustainable transport options for the Poland Street Zone and the wider Ancoats and New Islington neighbourhood.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b><i>Promoting sustainable transport</i></b>        | <p>The NPPF seeks to ensure that all development proposals include appropriate opportunities to promote sustainable transport modes; provide safe and suitable access for all users; and, have no significant impacts on the transport network which cannot be effectively mitigated to an acceptable degree. Additionally, development proposals should facilitate access to high quality public transport and providing appropriate facilities that encourage public transport use.</p> <p>Safe and suitable access will be facilitated through the correct routing of traffic as per the Transport Statement and road closures will allow for the bridge to be demolished safely.</p> <p>The demolition of the Jersey Street Bridge and the re-grading of Jersey Street will support the objectives of the Public Realm Strategy by unlocking the Prussia Street Arm Greenway which will provide a green pedestrian and cycle connection through the Poland Street Zone. The wider Public Realm improvements will encourage movement through active travel methods by utilising green infrastructure to establish a new people-focused street network, reducing the dominance of vehicles in the street.</p> |
| <b><i>Making effective use of land</i></b>           | <p>The NPPF promotes and supports the development of underutilised land and buildings in order to make as much use as possible of previously developed or brownfield land. In this case the Proposed Development allows the Eliza Yard, Jersey Wharf, the Plot the north east of the bridge and Prussia Street Arm Greenway projects to come forward. The development of Prussia Street Arm Greenway will also contribute to the regeneration of the whole Poland Street Zone as it is identified as a key character area within the Public Realm Strategy. All these sites are located on brownfield land which is currently underutilised.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |



# Planning Policy and Material Considerations | Extant Unitary Development Plan Policies (1995) and Manchester Core Strategy (2012)

**Policy SP1 - Spatial Principles** - states that new development should make a positive contribution to neighbourhoods of choice by creating well designed places that enhance or create character and making a positive contribution to the health, safety, and wellbeing of residents. New development should also improve access to jobs, services, education, and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

**Policy EC 1: Employment and Economic Growth in Manchester** - states that development proposals should have regard to ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses.

**Policy CC 1: Primary Economic Development Focus: City Centre and Fringe** - states that new, and the enhancement of existing, infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported.

**Policy CC 5: Transport** – outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means and that proposals will be supported that improve pedestrian safety, improve air quality, and increase the scope for accessible public realm improvements.

**Policy CC 9: Design and Heritage** – states that development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

**Policy CC 10: A Place for Everyone** – outlines that development which promotes the City Centre as a location which appeals to a wide range of residents and visitors will be supported. This includes development which promotes high standards of accessibility to buildings and spaces in the City Centre.

**Policy EC 5: East Manchester** – states that the Council will promote development which creates links to the Rochdale Canal and links to the open space network, providing opportunities for walking and cycling to economic development opportunities. Additionally, the council will support development which has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.

**Policy T 1: Sustainable Transport** - states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic; and accord to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off-peak traffic; and general peak time traffic.

**Policy EN 1: Design Principles and Strategic Character Areas** – states that developers in the City Centre should wherever possible enhance existing and provide new areas of meaningful open space.

**Policy EN 3: Heritage** – outlines that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of the City's neighbourhoods. New development should be designed so that it preserves or, where possible, enhances the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance including conservation areas.

**Policy EN 9: Green Infrastructure** – states that 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.

**Policy EN 15: Biodiversity and Geological Conservation** – states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

**Policy EN 16: Air Quality** - requires developers 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.

**Policy EN 18: Contaminated Land and Ground Stability** – states that the Council will give priority for the remediation of contaminated land to strategic locations.

**Policy DM 1: Development Management** – sets out the key issues that should be considered when assessing all development proposals. The issues include protection of amenity and local character, environmental standards, and practical matters such as access and safety.

**Policies EN 8 Adaption to Climate Change; and EN 14 Flood Risk:** Flood risk and surface water run-off should be minimised through appropriate siting, drainage and treatment of surfaces areas, including through Sustainable Drainage Systems (SUDS) and appropriate use of Green Infrastructure

# Planning Policy and Material Considerations | Poland Street Zone NDF (2020)

The core development principles set out within the Poland Street Zone NDF include:

- 1 Rebalancing movement towards active travel through utilising green infrastructure and SuDs to establish a new people-focused street network, reducing the dominance of vehicles in the street.
- 2 Creating active, healthy, and walkable streets and spaces to encourage activity and productivity through the creation of growing spaces, active travel links and running loops to encourage healthy lifestyles.
- 3 Enhancing industrial heritage and the Conservation Area through guiding design that captures, celebrates and compliments the industrial heritage of the area.
- 4 Extend green character to streets and spaces by creating a coherent network of streets and public spaces with green infrastructure as a key element.

The Public Realm Strategy aims to support the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of a public realm which supports life and celebrates place. The strategy states that rebalancing movement to promote active travel and extending the green character into streets adjacent to Ancoats Green will be key in creating new spaces which support a liveable healthy environment and are climate resilient. The strategy states that the public realm will be locally distinctive; utilizing the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the character of the Ancoats Conservation Area, and facilitating the creation of a canal edge walk.

The ambitions for the Prussia Street Arm Greenway are also set out within the Poland Street Zone Public Realm Strategy. The Strategy states that the Prussia Street Arm Greenway will act as a simple linear green connection from the Rochdale Canal through to Ancoats Green and Portugal Street. The space will celebrate the hidden alignment of the Prussia Street Canal Arm and will provide a direct safe pedestrian and cycle connection. It will also provide a setting to adjacent new development.



Figure 11: Poland Street Zone Public Realm Strategy (Endorsed by Manchester City Council in 2022)



# Planning Policy Assessment | Neighbourhood Amenity

Policy DM 1 of the Manchester Core Strategy (2012) states that appropriate attention should be given to neighbourhood amenity when assessing all proposals. The Proposed Development is located within an urbanised area, and as a result, the construction of the scheme is predicted to give rise to a range of potential impacts including dust and traffic disruption.

A Framework Construction Management Plan and Deconstruction Methodology Report for the demolition has been prepared in support of the application. The Deconstruction Methodology Report sets out the measures that will be implemented to reduce potential impact such as:

1

Ensuring that all plant equipment and material is delivered and removed from the Site from the south approach to the bridge via Poland Street. This will ensure that the narrow residential streets to the north of the Site which lead to Miles Platting are not disrupted; and,

2

Once the structure of the bridge has been deconstructed, the remaining infill and bridge abutment material should be removed using an excavator and where possible sorted, crushed and reused for the desired re-grading of the Site. The remaining fill material should be taken off site via Poland Street, connecting to major roads.

In order to carry out the deconstruction, the section of Jersey Street will need to be closed between the Poland Street intersection and where the road turns to the north. It is necessary for this closure to remain in place for approximately 4 months, until deconstruction works, and the proposed re-grading and construction of the new road is complete. A Transport Statement has been prepared by Civic Engineers in order to provide details of the proposals for diverting traffic and pedestrian routes during this time. It is envisaged that small area of parking will be available on site within the road closure. Visitor parking will be provided.

Subject to planning approval, the construction works are planned to commence in Q3 2022 with an estimated completion in Q4 2022.

Due to this road being used for construction access for later developments in the area, the phase will initially be completed with a temporary finish to prevent significant damage to the road during construction over the period of the following 2/3 years. The final finishes will be completed at a later date.

A Community Liaison Officer will be available on site and a telephone number will be published for use by members of the public wishing to complain, provide other feedback, or make enquiries.

Noise may be a key subject of complaint where construction works take place close to residential areas. Working hours, plant types, construction methods and noise mitigation measures are likely to be subject to Section 61 consent, under the Control of Pollution Act which is granted by the local authority. Close liaison with the local authority environmental health team is likely to be necessary to develop mitigation measures.



# Planning Policy Assessment | Air Quality

Core Strategy EN16 requires developers to take measures and mitigate the local impact of emissions from traffic generated by the Proposed Development, as well as emissions created by the development itself.

The Site is not located within an Air Quality Management Area. The nearest Air Quality Management Area is located approximately 160m to the north along Oldham Road and covers roads that would be used by the Proposed Development traffic.

During the construction phase of the Proposed Development there is a potential for temporary air quality impacts as a result of fugitive dust emissions from the Site. Several potential mitigation measures to reduce potential impacts from the construction phase have been recommended within the Framework Construction Management Plan and the Deconstruction Methodology Report.

An Air Quality Plan will be produced by the Principal Contractor once appointed. Any demolition works will be undertaken with dust suppression measures in place. Dirt will be endeavoured to be controlled at source with hard standings brought in to reduce areas of soft materials which could form mud. Wagons will be cleaned via a wheel wash or rumble strip before entering the highway and a road sweeper will be on call should any dirt be deposited on the highway that needed clearing.

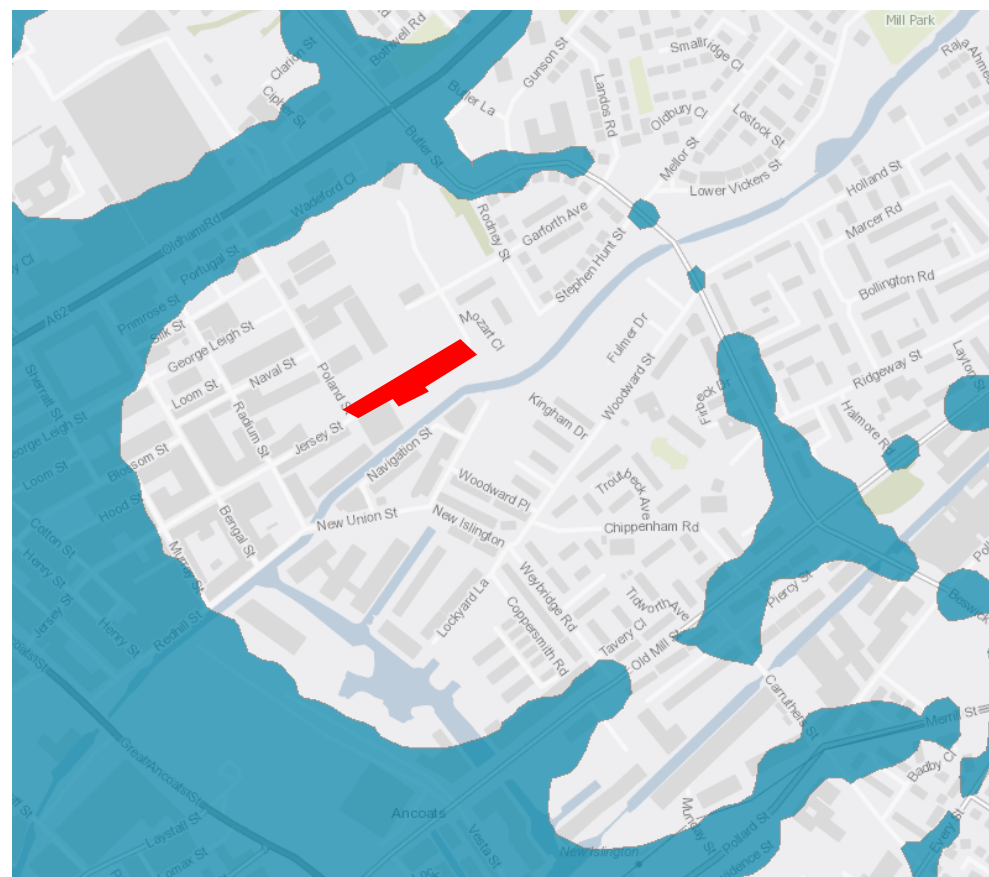


Figure 8: Image showing site outside of Air Quality Management Zone (site in red) (Department for Environment, Food and Rural Affairs: OS Data, 2022)



# Planning Policy Assessment | Traffic and Transport

The Jersey Street Bridge will be required to close for a period of around 4 months to enable the demolition of the bridge structure. The closure will have a temporary effect upon pedestrian movement as well as vehicular movement.

The current pedestrian route along Jersey Street from Radium Street to Rodney Street is approximately 400m. Two suitable diversion routes have been identified

1

Via New Union Street – the diversion route is c. 600m. The route is step free and has wide footways and dropped kerbs at all junctions.

2

Via Radium Street – the diversion route is c. 750m. Along Radium Street the footways are narrow and dropped kerbs are not available at all of the junctions. This route may be unsuitable for those with limited mobility.

The transport consultant, Civic, has identified that pavement parking may disrupt these routes intermittently and therefore there may be a need for temporary Traffic Regulation Orders to protect the routes if necessary.

The diversion routes for vehicles will be via Radium Street and Oldham Road, or New Union Street, Woodward Street and Butler Street. These diversionary routes are considered to be reasonable and commodious and are only expected to add no more than two minutes to existing journey times.

The current undulation in the road level created by the bridge is seen as some as a traffic-calming feature which, when removed may encourage increases in vehicle speeds. However, there is a package of proposed interventions along Jersey Street and other nearby roads such as Poland Street, Naval Street and Radium Street which will introduce green areas within the highway, narrowing sections of those streets. These interventions will deter through traffic and reduce vehicle speeds, encouraging active travel and creating a hierarchy on the streets where pedestrians and cyclists will feel prioritised ahead of vehicles.

After the Jersey Street Bridge has been demolished, redevelopment of the wider area, including further public realm improvements will proceed in phases. Therefore, following the demolition of the bridge, the application proposes a temporary surface for Jersey Street as the highway will be used as a construction route for c. 3 years. The final treatment for Jersey Street therefore be delivered once these developments are complete and will be secured through appropriate planning conditions. The Jersey Street Indicative Final Surface plan (drawing ref. 2895-PLA-XX-XX-DR-L-0011 Rev P02) illustrates how the Site might be suitably finished once the neighbouring developments are complete. The Poland Street NDF states that new development and public realm in the Poland Street Zone should encourage active travel by utilising green infrastructure and SuDS to establish a new people-focused street network, reducing the dominance of vehicles in the street.

The Public Realm Strategy supports the creation of the Prussia Street Arm Greenway which will provide a direct and safe pedestrian and cycle connection across Ancoats Green to the Rochdale Canal. The re-grading of Jersey Street will allow for a direct connection to the canal.

The Proposed Development is therefore considered to comply fully with Core Strategy Policies EC 1, EC5, CC 5, CC 10, and T 1 in relation to traffic and transport.



# Planning Policy Assessment | Ecology

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An Ecology Appraisal for the Site has been undertaken by Amenity Tree. The report concludes that there is no evidence of protected species or protected habitats which could be affected by Proposed Development.

A Bat Roost Assessment has been also been undertaken by Amenity Tree because the Black Poplar at Jersey Street will need to be removed in order to demolish the Jersey Street Bridge and re-grade Jersey Street. The report concludes that the Black Poplar has a low roost potential as the ivy which covers the tree is tightly attached and is not large enough in size to provide shelter for roosting bats. A climbing inspection was also undertaken by the bat surveyor to check that the ivy was not obscuring any features that could be used by roosting bats, however no features were found during the climbing inspection.

The Jersey Street Bridge structure is being surveyed as part of an addendum to this Bat Roost Assessment and issued to the Local Planning Authority shortly. Should bats be found 3 surveys will be carried out and a mitigation statement provided, following BCT and Natural England guidelines.

The Proposed Development is therefore considered to comply fully with Core Strategy Policy EN 15.



# Planning Policy Assessment | Arboriculture

Core Strategy Policy EN9 Green Infrastructure highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will seek to protect existing street trees and promote new planting.

Manchester City Council confirmed that whilst the Site is located within the Ancoats Conservation Area, no trees within the Site are covered by a Tree Preservation Order. In order to bring forward the Proposed Development the Black Poplar which is located within the Site will need to be removed. Amenity Tree have undertaken an arboricultural survey and have identified 2 Category B trees within the Site, which form wider visual amenity. The category B records are important arboricultural assets as they provide amenity value in the local and wider landscape and exhibit arboricultural quality and longevity. Identified Tree 'T1', a Black Poplar, will be removed as part of the Proposed Development to enable the road re-grading and the implementation of the public realm.

Due to the categorisation of T1 as Category B, the public benefits of the Proposed Development (as outlined earlier in this covering report) have been considered and weighed against the removal of the tree. The demolition of the Jersey Street Bridge is required to facilitate regeneration within the Poland Street Zone. The demolition will allow the approved Eliza Yard development and future neighbouring developments to provide increased accessibility through providing a level route, without the need for steps and ramps. This will also benefit accessibility and ease of routes within the public realm by providing a level access to the Rochdale Canal via the Prussia Street Arm Greenway. The Public Realm Strategy proposes green verges along streets which will create opportunities for a range of planting including street trees. The Indicative Final Surface plan (drawing ref. 2895-PLA-XX-XX-DR-L-0011 Rev P02) outlines that the Proposed Development final surface finishes will include areas of planting, and this will be secured through appropriate planning conditions. Additionally, a number of new native and ornamental trees will be provided throughout the Poland Street Zone as outlined within the Public Realm Strategy, including a high number of trees within the public realm on the adjacent Jersey Wharf site.

It is therefore considered that the public benefits of the Proposed Development outweigh the potential impact of the removal of the tree and that the additional trees proposed within the Poland Street Zone will mitigate the impact of the removal of the Black Poplar. The Proposed Development is therefore considered to be compliant with Core Strategy Policy EN 9 - Green Infrastructure and the Manchester Residential Quality Guide.



# Planning Policy Assessment | Ground Conditions

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A Phase 1 Geoenvironmental Site Assessment has been prepared by E3P. The Site is located within an area of Manchester with an extensive industrial heritage and the Site itself has been previously occupied by a canal arm, which has since been infilled.

The area of Jersey Street is likely to be underlain by significant depths of Made Ground, associated with the underlying infilled canal, ramps to the bridge and surrounding historic industrial development. Made Ground in this area is likely to contain a number of contaminants, including ash, demolition rubble and other waste material, which have the potential to be significant sources of Heavy Metals, speciated PAHs, TPHs, SVOCs, VOCs and PCBs. Further Made Ground deposits associated with the infilling of the historical canal arm of the Rochdale Canal will be present in the area of the Jersey Street Bridge demolition. This area was infilled in the 1950s and it is therefore considered likely that the Made Ground may contain a significant number of contaminants.

Additionally, the Phase 1 Geoenvironmental Site Assessment has identified an electricity substation which is present to the north west of Jersey Street and may indicate a source of Polychlorinated Biphenyl (PCB's) in a localised area. Therefore, mitigation to PCB's will be mitigated by the implementation of hard standing to prevent dermal exposure.

The proposed demolition of the bridge and re-grading of the highway for a pedestrian walkway along Jersey Street will cover the whole area asphalt hard standing which will mitigate the risks of direct exposure, and any proposed areas of landscaping can be mitigated by the installation of a cover system.

The Phase 1 Geoenvironmental Site Assessment concludes that intrusive investigation with chemical analysis of soil and groundwater samples alongside geotechnical analysis of underlying soils is recommended to assess the presence of mobile contaminants, determine geotechnical issues, and facilitate further risk assessment.

The Proposed Development is therefore compliant with Core Strategy Policy EN 18.



# Planning Policy Assessment | Drainage

Core Strategy Policies EN 8 and EN 14 state that flood risk and surface water run-off should be minimised through appropriate siting, drainage and treatment of surfaces areas, including through Sustainable Drainage Systems (SuDS) and appropriate use of Green Infrastructure.

A Drainage Statement has been prepared by Civic Engineers that outlines the proposed drainage strategy for the Jersey Street Public Realm proposals.

The proposed surface water drainage strategy seeks to utilise Sustainable Drainage Systems (SuDS), which aim to reduce flood and pollution risk through techniques such as roadside raingardens. These features capture surface water run-off from adjacent hardstanding areas, carriageways and footways and filter, store and reduce peak storm flows.

An early response from The Canals and River Trust suggests that discharge of surface water into the Rochdale Canal is not feasible. Therefore, given infiltration is likely to be ruled out on the basis of ground conditions (made ground with potential for contamination) and there are no dedicated public surface water sewers or culverted watercourses within the vicinity of the site, the proposal is to discharge surface water into the combined sewer.

The proposal to continue to discharge surface water into the proposed combined sewer does not detract from the need to improve the existing situation, make best use of green areas within streets and to reduce the burden on the public sewer system. This is to be achieved through the introduction of raingardens in the final public realm finishes.

The Proposed Development is therefore compliant with Core Strategy Policy EN8 and EN 14.



Figure 7: Image showing site in Flood Zone 1 (site in red) (Gov UK: OS Data, 2022)



# Planning Policy Assessment | Archaeology

Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.

Section 16, paragraph 194 of the NPPF sets out that *“where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”*

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Greater Manchester Archaeological Advisory Service have reviewed the proposals and provided a letter (submitted with this application) concluding that ‘in view of the localised nature of the proposed works, and the extensive information on the development of the area that is held on the HER, GMAAS is pleased to advise that a detailed archaeological assessment is not required to support the planning application in this instance’.

The letter states that the detailed sequence of historic mapping for the area has indicated that there is no archaeological interest along the north side of Jersey Street that requires further investigation. On the south side of Jersey Street, however, immediately to the south-west of the canal bridge, is the site of the former Jersey Street Mill, which is of considerable archaeological interest; there is no potential for any earlier archaeological remains to exist. It is uncertain whether the proposed works will impact on the site of the mill, although it seems possible that the landscaping works may uncover the northern wall of the former building. Any such impact could be offset by maintaining an archaeological watching brief during ground-breaking works in this part of the scheme area.

They have advised that a Level I historic building investigation of the bridge is carried out prior to its removal and, pending the conclusions drawn from that rapid study, a watching brief during the ground-reduction works across the bridge.

The Proposed Development is therefore considered to fully comply with Core Strategy Policies DM 1 and EN 3.



# Planning Policy Assessment | Heritage

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The existing bridge is not statutorily protected as a listed building or currently identified as a non-designated asset. However, the Proposed Development is located within the Ancoats Conservation Area.

The Heritage Statement prepared by KM Heritage highlights that the Jersey Street Bridge may have some historical significance in referencing the past development and operation of Ancoats, however it now presents a block on the area's positive regeneration by preventing the development of the Prussia Street Arm Greenway and level access to the Eliza Yard development and proposed Jersey Wharf development. The report notes that the demolition of the bridge will enable the Prussia Street Arm Greenway to re-establish the visual link along the canal spur, therefore allowing a more meaningful understanding of how the area was once connected.

The Heritage Statement concludes that the net benefits to the Conservation Area outweigh the loss of the bridge - meaning that the character and appearance of the conservation area is at the least preserved and possibly enhanced. The Statement also states that even if the demolition of the Bridge is regarded as causing a small amount of 'less than substantial harm' to the character and appearance of the conservation area, it will allow former connections to be more effectively re-established and thus deliver considerable public benefits to the area – including a more coherent appreciation of the history and development of Ancoats.

The Proposed Development thus complies with Core Policy EN 3, National Planning Policy and S.66(1) and S.72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.



# Summary

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The Proposed Development comprises the demolition of the Jersey Street Bridge and re-grading of highway. The demolition of the Jersey Street Bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Green way to the Rochdale Canal. The demolition of the bridge will also facilitate the future developments in the area, including the approved Eliza Yard and future Jersey Wharf developments.

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