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Green and Blue Infrastructure Statement

for Proposed Residential Development

at Store Street, Manchester
(M1 Piccadilly)

for **M1 Piccadilly Ltd**

December 2021

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1. INTRODUCTION

PURPOSE OF THE STATEMENT

- 1.1 This Green and Blue Infrastructure Statement has been prepared by Zerum Consult Ltd on behalf of the applicant M1 Piccadilly Ltd. and accompanies a planning application submitted to Manchester City Council ('the LPA') for the construction of a 15 storey (ground floor plus 14 floors) tower, to comprise 54 apartments (Use Class C3) with associated residential facilities (including residents' lounge, roof terrace and office space), two car parking spaces and 54 cycle parking spaces, landscaping, access and associated development on land south of Store Street.

- 1.2 The National Planning Policy Framework (NPPF) 2019 defines Green Infrastructure as:

"A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities."

- 1.3 Improvement and promotion of Green and Blue Infrastructure is recognised as a vital component of the Manchester Strategy. The strategy, which has established a ten-year vision for the City, strives for Manchester 'to be in the topflight of world-class cities by 2025' and seeks to achieve this through a number of high-level aims, which includes:

"Being a city recognised for its high quality of life, with improved green spaces and access to world-class sports, leisure and cultural facilities."

- 1.4 The State of the City Report 2019 sets out the council's commitment to conserve, protect and enhance biodiversity wherever it can. Ensuring there is healthy and plentiful Green and Blue Infrastructure to inspire a strong sense of citizenship and pride in the city, whilst helping to improve health and wellbeing by encouraging more active lifestyles.

- 1.5 The Manchester Green and Blue Strategy, prepared Manchester City Council, further expands on the Manchester Strategy and the State of the City Report. The Strategy seeks to build on the investment already seen to date in the city's Green Infrastructure, and the understanding of its importance in helping to create a successful city, with a vision for Green and Blue Infrastructure in Manchester over the next 10 years. This vision sets out that:

"By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow."

- 1.6 To enable the Manchester Green and Blue Strategy vision to be achieved, four objectives have been established, these are:
 1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.
 2. Use appropriate Green and Blue Infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.
 3. Improve connectivity and accessibility to Green and Blue Infrastructure within the city and beyond.
 4. Improve and promote a wider understanding and awareness of the benefits that Green and Blue Infrastructure provides to residents, the economy and the local environment.
- 1.7 The vision recognises that all Manchester's communities and sectors of the economy will benefit from ongoing investment in Green Infrastructure and is designed to allow all stakeholders in the city to understand how and where they can play their part in its delivery and enjoy the benefits that will come as a result. The strategy identifies headline actions for each objective, providing a framework for all stakeholders in the city, from the Council and other large organisations, to developers, to residents and communities, to identify how they will be able to contribute to the city's Green Infrastructure.
- 1.8 This Statement therefore seeks to describe how the Proposed Development and its context within wider Strategic Regeneration Frameworks (SRF's), responds to the Manchester Green and Blue Strategy and its core objectives.
- 1.9 This Statement should be read in conjunction with the following drawings and documents:

- Design and Access Statement, Prepared by 5PLUS
- Planning Statement, Prepared by Zerum

SUMMARY OF PROPOSALS

- 1.10 The proposals comprise a 15 Storey residential tower with terraces and, where possible, public realm enhancements. The terraces have been designed to draw upon the sustainability targets set out within the Manchester Piccadilly Strategic Regeneration Framework (2014 – updated in 2018) which seeks to incorporate climate resilience and adaptation into proposals.
- 1.11 Key components of Green and Blue Infrastructure associated with the Proposed Development include:
- Provision of plants and landscaping where possible within the site including on terraces, the roof and on its boundary;
 - Close proximity of Piccadilly Train Station and Metrolink stop; and
 - Close proximity to local canal network.
- 1.12 Key components of Green Infrastructure associated with the wider SRF'S include:
- A network of pedestrian priority streets and 'green routes' that include trees and planting; and
 - Creation of Mayfield Park a 6.5-acre green space.

2. GREEN AND BLUE INFRASTRUCTURE

APPLICATION OF THE MANCHESTER GREEN AND BLUE INFRASTRUCTURE STRATEGY

- 2.1 As set out above, the Manchester Green and Blue Infrastructure Strategy sets out four objectives for Green Infrastructure across the City. For completeness, this Statement sets out each of the objectives and where applicable describes how the design of the Proposed Development meets the objectives set by the strategy.

Table 2.1: Manchester Green and Blue infrastructure Strategy Objectives

Green Infrastructure Objectives	Applicable to the Proposed Development	Summary of Justification
Objective 1: Existing Green and Blue Infrastructure	N/A	The Site currently comprises an area of cleared self-seeded scrubland with no existing significant natural or implemented Green Infrastructure.
Objective 2: New Development	Yes	Proposals for the site constitute 'new development' with the opportunity to introduce new Green Infrastructure.
Objective 3: Connectivity and Accessibility	Yes	As a new development (that forms part of a wider SRF Masterplan), there is opportunity to provide permeable, safe and attractive green routes that promote walking and cycling.
Objective 4: Understanding and Awareness	Yes, although this objective will not be discussed in this statement (see justification)	Although applicable to the proposed development, this statement discusses 'designed' proposals for the site. This objective largely covers policy, research and awareness pertaining to Green Infrastructure.

PROPOSED GREEN AND BLUE INFRASTRUCTURE

- 2.2 Each of the objectives set out above are accompanied by a series of 'Headline Actions', as set out within the within the Manchester Green and Blue infrastructure Strategy. Each of the actions associated with the relevant objections will now be discussed.

Table 2.2: Manchester Green and Blue infrastructure Strategy Headline Actions

Objective 2: New Development		
Headline Action	Applicable	Details
Action 1: Embed green infrastructure as part of residential developments	Yes. The Proposed Development comprises a residential development and where possible seeks to embed green infrastructure into the development.	The Site: The proposals include communal and private terraces for residents. These have been designed and arranged to carefully consider climatic factors, views and aspect. The terraces will incorporate shade structures and raised planting beds to loosely define areas for relaxing, socialising and outdoor dining. The proposed planting will create a seasonal variation and year-round interest, attract pollinators and be suitable for the microclimate of the terraces. The terraces will also provide residents with direct access to outdoor space with room for outdoor furniture and potted plants. Due to the nature of the site, there is limited opportunity to provide public realm associated with the proposed development. However, the proposals will provide a new active frontage onto Store Street, providing an opportunity to create a high-quality curtilage to the building.
		Manchester Piccadilly SRF (2018): M1 Piccadilly is located within the Piccadilly Central district, which is described as “a dense mixed-use district focussed on high quality public space”, which aims to “represent a significant easterly expansion of the city centre”. The SRF seeks to provide a series of new public spaces interspersed along connecting routes. The basis of the proposal responds to the Manchester Piccadilly SRF aspirations to activate the streetscape and aims to bring activity and life to Store Street. The increased animation of the street scene along Store Street will provide an opportunity to increase connectivity between Piccadilly Central and other areas.
Action 2: Embed green infrastructure	Yes. The Proposed Development is located within the City Centre and seeks to incorporate Green	The Site: The terraces will positively contribute to the local city environment, integrating a variety of planting that will benefit biodiversity, visual amenity and improved microclimatic conditions.

as part of city centre developments	Infrastructure where possible.	Manchester Piccadilly SRF (2018): The SRF establishes that the core principle for the area is to provide a dense, mixed use district focused on high quality public space; together with the regenerated Mayfield area, Piccadilly Central will represent a significant easterly expansion of the city centre. As part of this, two key green spaces are proposed, Mayfield Park, which will comprise a 6.5-acre area of open space, alongside a new park along the river Medlock.
Action 3: Embed green infrastructure as part of major employment developments	N/A	N/A
Action 4: Retrofit new green infrastructure to existing buildings, particularly in the city centre	N/A	N/A
Action 5: Embed green infrastructure as part of school new build and major refurbishment	N/A	N/A
Action 6: Establish temporary 'meanwhile' use on sites awaiting development	N/A	N/A
Objective 3: Connectivity and Accessibility		
Action 1: River valleys and canals: enhance river valleys and canal tow paths to improve accessibility and use as active transport corridors.	Yes	The site is located approximately 30 metres southwest of the Ashton Canal, with access onto the Canal approximately 130m north of the site. Whilst this section of the canal has well established tow paths to encourage active transport corridors, much of the towpath network is fragmented, particularly towards the City Centre. Improving the quality and permeability of waterside pathways is a key focus of Manchester City Council, as set out within the Green and Blue Infrastructure Strategy, prepared by Manchester City Council.

		Included as part of these improvements is the Velocity cycling project which seeks to provide a cycling plan for the borough to 2025 and beyond. As part of the plan, it is proposed to provide an off-highway cycle route from Ashton to Manchester City Centre by upgrading 8km of the Ashton Canal towpath. Links into Ashton town centre, Guide Bridge rail station, the National Cycling Centre and Manchester City Football Club will be created using off carriageway cycle tracks, quiet roads and lengths of on-highway segregated cycle tracks. This will further enhance the already established towpath network located adjacent to the site.
Action 2: Green routes: greening transport routes (eg tramlines, footpaths, cycle routes, roads, rail corridors, disused railway lines) to encourage walking and cycling, reduce flood risk and provide attractive corridors for wildlife.	Yes. The development and wider SRF propose a network of high-quality pedestrian and cycle routes, with integrated planting and SUDs to manage surface water.	The site promotes an enhanced pedestrian environment and connections through the SRF area, providing a new active frontage onto Store Street, and creating a high-quality curtilage to the building in line with the wider SRF. The Proposed Development is also supported by a drainage strategy which sets out the most appropriate SuDS opportunities for the site.
		Manchester Piccadilly SRF (2018): The SRF establishes a set of sustainability principles to maximise the positive environmental behaviour. The SRF seeks for sites to be enhanced ecologically through the specification of landscaping with appropriate species diversity and that connects into a wider series of green corridors. This will be supported by the creation of pedestrian and cycle links between Piccadilly Central and the wider area, including Mayfield which will enable new routes through the park and to new public transport hubs to the east (Metrolink and bus station). The network will include new green routes such as 'The Boulevard' which will create a well-connected and permeable pedestrian and cyclist environment.
Action 3: Working with neighbouring authorities to improve access and connectivity	Yes	Although applicable to the proposed development, this statement primarily discusses the 'designed' proposals for the site. This Headline Action covers engagement between local authorities, developers and communities. A programme of consultation with the local authority and general public was carried out during the production of the SRF. Consultation

		has also been undertaken as part of the preparation of the development proposals.
Action 4: Use active and sustainable transport to access green infrastructure in the city and beyond	Yes	The site is located within walking distance of Manchester Piccadilly Railway station and Metrolink Station. The SRF facilitates new high quality and attractive walking and cycle routes that promote travel to local transport hubs and local green spaces.

3. CONCLUSION

- 3.1 The proposed development demonstrates a carefully considered approach to Green and Blue Infrastructure, both at a site level, given the constraints of the site, and at a strategic level as part of the wider Manchester Piccadilly SRF (2018).
- 3.2 Three of the four core Objectives within the Manchester Green and Blue Strategy are considered to be applicable to the development. Of the three applicable Objectives, it can be demonstrated that the relevant Headline Actions are positively recognised at both a site level and a strategic SRF level.
- 3.3 The green and blue infrastructure to be embedded into the proposed development will ensure that it is effective from the outset. The proposed terraces, landscaping and creation of an active frontage onto store street will ensure that quality of the pedestrian environment around the building is improved, creating an environment that is attractive, comfortable and practical.
- 3.4 As the proposed planting establishes and matures and the wider SRF is delivered, the Green Infrastructure characteristics of the site will continue to enhance and become more effective.