Ancoats Mobility Hub

Design and Access Statement
May 2021

Version history

Project name: Mobility Hub
Project number: 9032
Client: Manchester Life Development Company

Rev:	Date:	Status	Name	Description
P0	07/05/21	Planning	Abigail Patel I Architect Matthew Burl I Associate Director	Planning Issue
P1	11/05/21	Planning	Abigail Patel I Architect Matthew Burl I Associate Director	Planning Issue
P2	26/05/21	Planning	Abigail Patel I Architect Matthew Burl I Associate Director	Planning Issue

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1.0

Executive Summary

1.0 Executive Summary

1.1 Development Context

Ancoats is now one of the most sought after neighbourhoods in Manchester, and even the UK. However, it has been a 30 year journey to success, with Manchester City Council and its numerous partners endorsing a consistent set of key objectives for regeneration and growth over the years. These objectives have been rooted in the drive to provide a mixed-use neighbourhood, whilst protecting and enhancing the unique historic and urban character of the area.

Supported by the planning policy framework, the Ancoats and New Islington Framework was last updated in 2016 and the regeneration journey has continued since then, with 1,750 residential units, two office conversions and a new school completed. The majority of this new development has been in the 'Front of Ancoats' centred on Cutting Room Square, and in New Islington, with the area beyond seeing very little new development.

The land, to the north of Radium Street is now one of the next key phases in this regeneration journey. It is a distinct and important area, acting as a transition zone between established family neighbourhoods and City Centre living, whilst also containing light industry.

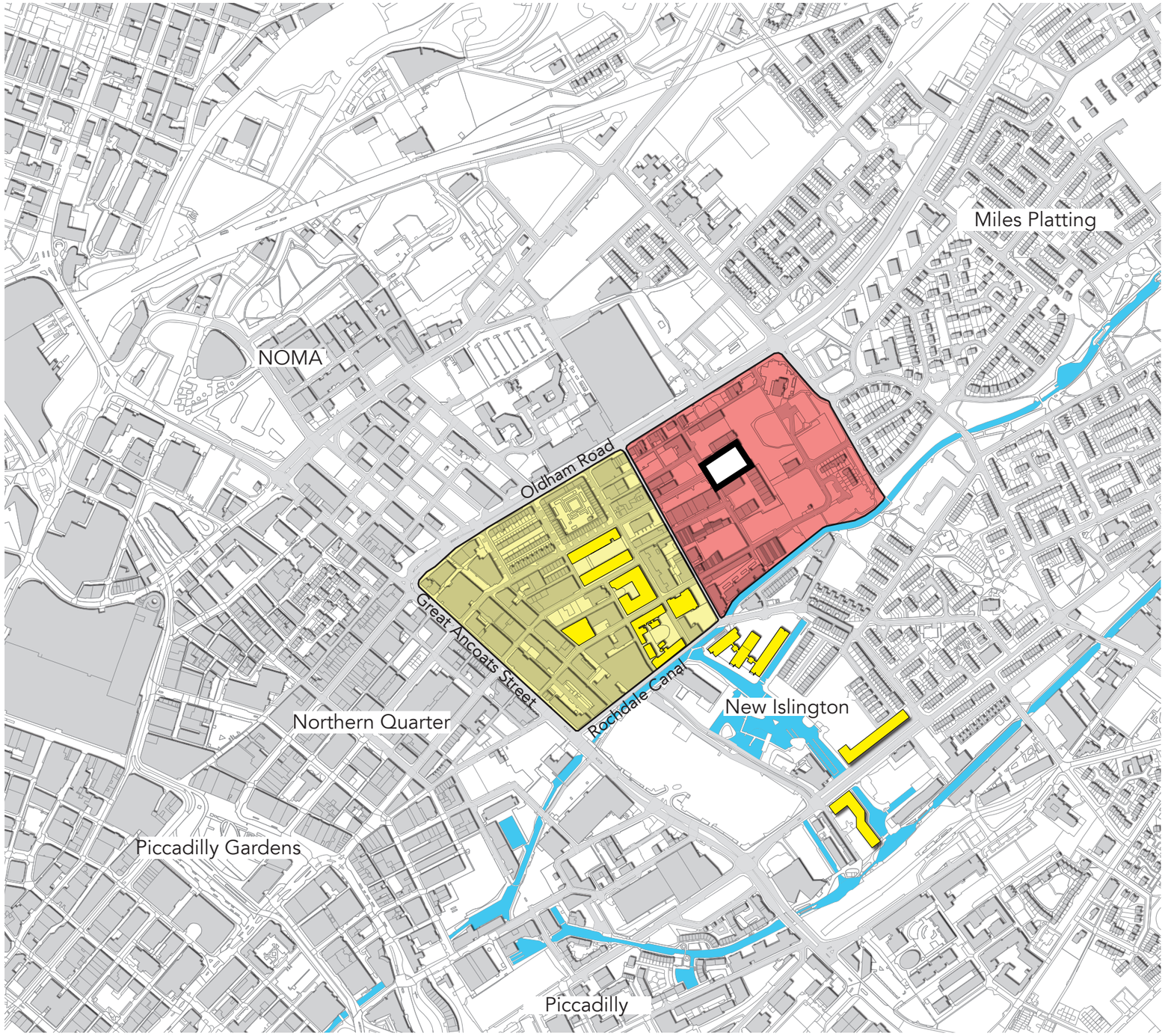
The Poland St Zone NDF published in June 2020 provides a comprehensive strategy. It will guide the areas positive regeneration and deliver an attractive and successful neighbourhood of choice where increasing numbers of people will choose to live, work and invest.

The City Centre Transport Strategy outlined that an Ancoats Mobility Hub as a key piece of infrastructure, "*proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives.*"

It is in this context which these proposals for the Ancoats Mobility Hub are brought forward and presented in the following report and supporting technical documents.

Key

- Ancoats
- Poland St Zone also known as 'Back of Ancoats'
- Schemes delivered by Manchester Life



Site Location

1.2 The Vision

The proposals for the Mobility Hub seek to future-proof the surrounding development of the area by embedding sustainable transport choices, smart logistics, and shared services into the heart of an emerging and sustainable neighbourhood.

This innovative project is proposed to meet the parking requirements of residential and commercial development in Ancoats, removing parking from individual schemes and promoting a shift away from car ownership by providing the infrastructure to offer sustainable alternatives.

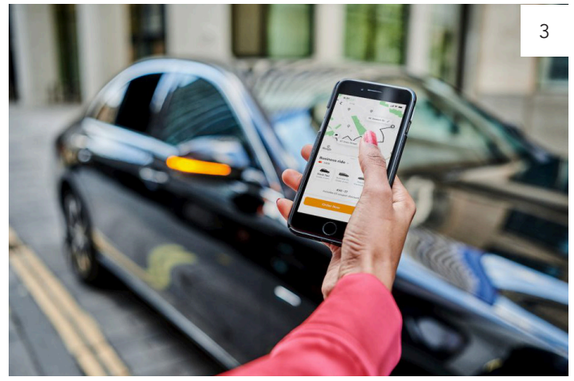
In accordance with priorities set out within the Neighbourhood Development Framework (NDF), the Ancoats Mobility Hub will provide sustainable transport solutions and respond to the community's desire to prioritise people over vehicles in the local area.



Integrated into transport plans and infrastructure (including city wide cycle strategy)



Contain both cycle storage and cycle facilities to support and encourage cycling as a primary mode of transport/ serve local businesses + residents



Take advantage of the latest digital technology to help its users plan their transport needs via interactive booking of car club vehicles, spaces etc



Have a high percentage of electric car charging stations



Have public parking made available in the first couple of years after completion to support commercial development in the area



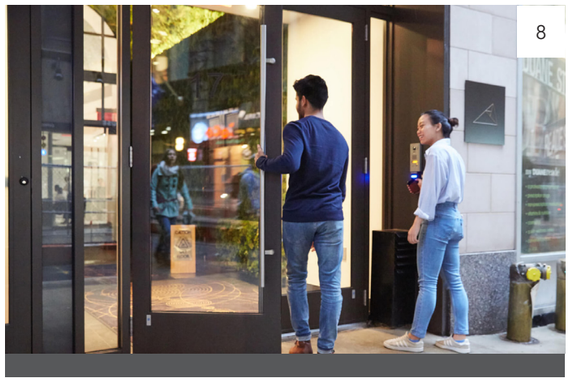
All new local development will be encourage to take up parking spaces in the Ancoats Mobility Hub

There is an NDF requirement to ensure that we have active frontages at ground floor level wherever possible.

We believe the cycle hub offers potential to activate the ground floor, perhaps with a cycle store and repair facility. Often these sorts of cycling facilities are co-located with a ‘cycle-cafe’. A significant element of green facade and significant PV would be incorporated into the design of the building, along with digital displays indicating car club vehicle availability and % of power being generated by renewable energy.


7

Be a centre for a local car club which encourages the use of car sharing and daily rental


8

Be Gold Standard for Security


9

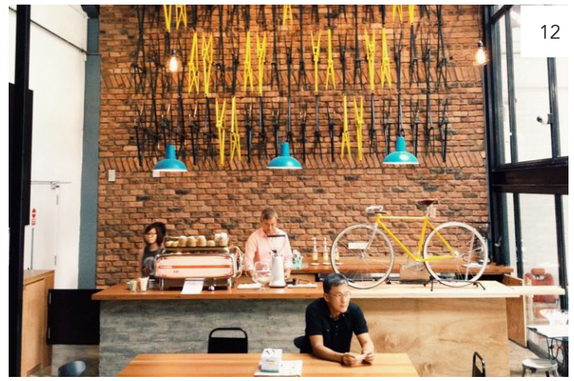
Lighting will be highly efficient and adaptive to use, with individually controllable fittings


10

Serve as a central location for parcel deliveries in the area, with a route for delivery vans mandated off Oldham Road


11

Contributed to planned enhanced walking and cycling routes, the canal tow-paths and the route to New Islington Metrolink stop


12

Provide a cycle cafe/ workshop alongside the cycle hub facilities to activate the ground floor frontage

1.3 Design Brief

By definition, a Mobility Hub is a space designed and organised in an optimal way to house and facilitate access to different types of transport. It brings different types of transport together in a convenient central location, with facilities to benefit residents and visitors to an area. By consolidating parking and other transport facilities in one location, Mobility Hubs provide an opportunity to reduce parking provision in new residential developments, allowing for better use of space for buildings or green spaces.

The brief for the Ancoats Mobility Hub is to create a new piece of infrastructure to serve a highly sustainable neighbourhood by helping reduce the dependency on private cars. As a result the scheme will promote a modal shift towards cycling, public transport, car clubs and walking. Where private cars remain a mode of transport, the scheme will promote an accelerated take up of electric vehicles.

Benefits of a Mobility Hub

- Co-location of a range of transport modes.
- Re-design of an area to reduce on-street parking.
- Allows for improved design of future residential developments as car parking is no longer required, improving the streetscape.
- Strong sense of place at the centre of a community.
- Economic vitality and social connectivity.
- Prioritisation of pedestrians and sustainable travel options.

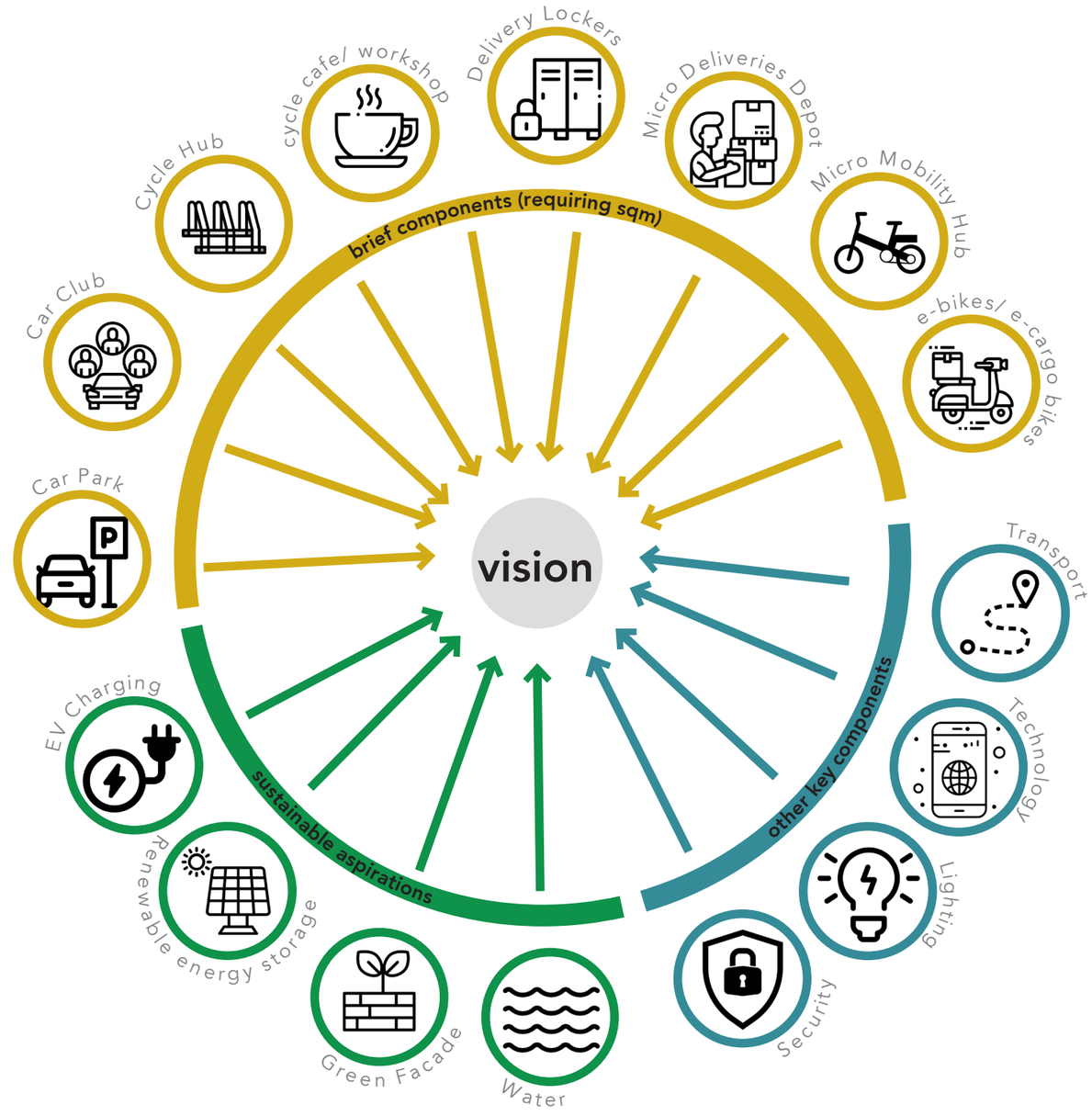
The following diagram (right) summarises the brief for the development.

Spatial Allocation

In the absence of defined metrics for to inform the scale of the various component functions of the Mobility Hub, a combination of engagement with market specialists, transport assessment and detailed knowledge of the area have been used to inform reasonable assumptions to determine the spatial allocations in the brief as follows:

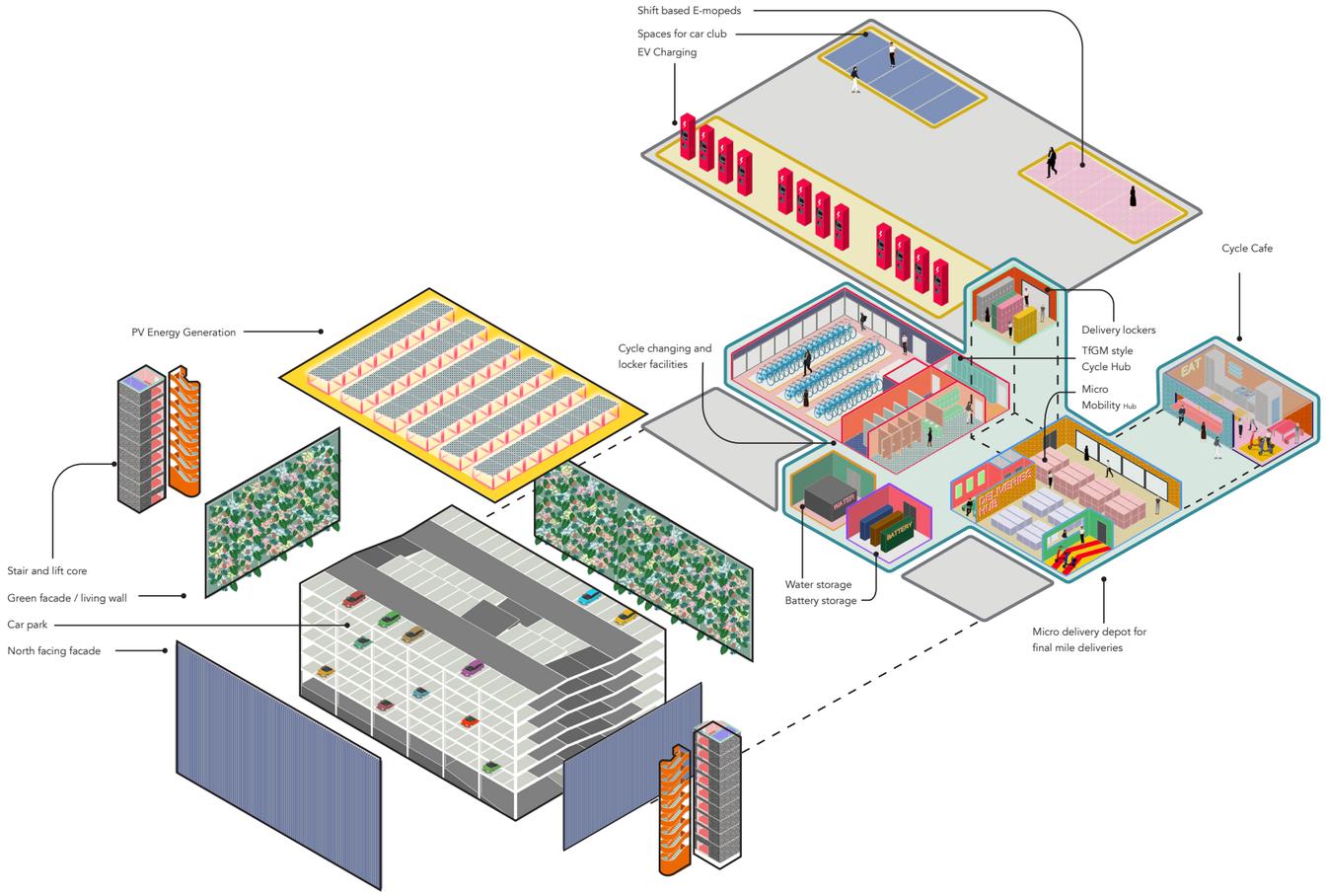
- The 150 cycle hub spaces have been proposed after considering the capacity of other cycle hub facilities within the Regional Centre in combination with the commercial development proposed under the Poland Street Zone NDF.
    - Salford Central = 100 spaces;
    - Oxford Road = 50 spaces;
    - Manchester Victoria = 38 spaces;
    - Manchester Piccadilly = 43 spaces;
    - Piccadilly Tower = 194 spaces.

- 20 car club spaces with a further 10 rideshare spaces have been allocated following engagement with potential operators
- The number of car parking spaces proposed at the Mobility Hub represent a 25% allowance for the Poland Street Zone NDF development area. As a projection 378 spaces (408 less 30 car club and rideshare spaces above) provides 1,512 dwellings with parking at this 25% rate. Although lower than a 30% allowance which could be considered as appropriate for residential developments in this area, the alternative mobility provision within the Hub and the tenure model proposed for the parking spaces justify a reduction in provision and support the aspirations of the NDF.
- The sizing of the 780sqm Delivery Hub has been driven by engagement with potential operators of the facility who understand the area required to service the 1,612 units proposed under the Poland Street development area.



1.4 Summary of the Proposals

The scheme has been developed and incorporates the following key features explained in the diagrams opposite:



780
sqm delivery hub

150
bikes in cycle hub
(plus showers and secure lockers)

200
sqm cafe

408
parking spaces

908
sqm planted green facade

1370
sqm public realm

535
sqm modular green wall

102
EV charged spaces
25%, including 7 rapid charge, with infrastructure for up to 100%

712
Photo-voltaic (PV) array

2.0

Introduction

2.0 Introduction

2.1 Purpose of this document

This Design and Access Statement (DAS) has been prepared by Buttress in conjunction with the professional team (listed to the right) to support a full planning application for the mixed use development known as the Mobility Hub. The purpose of this document is to set out site analysis, design development and how it can be accessed by all prospective users.

It explains the design principles and concepts that have been applied to the proposal and demonstrates how the proposed development's context has influenced the design.

The statement explains the approach to access and how relevant Local Plan policies have been taken into account, any consultation undertaken in relation to design and how the outcome of these have informed the proposed development.

This design and access statement has been written with guidance of the CABE "Design and Access Statements – how to write, read and use them" document.

The site location is shown on plan ref. 9032-BA-XX-00-DR-A-(01)000

2.2 Client Team

This report is prepared on behalf of Manchester Life Strategic Development Company (MLSDC). Manchester Life was set up in 2014 as a joint venture between the Abu Dhabi United Group and Manchester City Council to restart the regeneration of Ancoats and deliver housing for Manchester's growing professional population. MCC are the landowner of the development site and will operate the Hub alongside an operating partner.

Manchester Life operates as an investor, developer, place-maker and landlord, and has invested £250m to deliver 1,460 homes and twenty commercial units in the neighbourhood over the past five years. MLSDC are providing Development Management support and are heavily involved in delivering the Hub itself.

MANCHESTER CITY COUNCIL

manchester life

2.3 Design Team

The following design team have been appointed to develop the proposals within this report.

Buttress
Architect and Principal Designer

Deloitte.
Planning Consultant

mace
Project Manager

p·ie
Landscape Architect

BURO HAPPOLD
Mechanical, Electrical and Sustainability Consultants

HILL CANNON
Civil and Structural Engineers

Hydrock
Transport Consultant

SANDY BROWN
Acoustic Consultant

Turner & Townsend
Cost Consultant

HOARE LEA
Fire Engineering Consultant

counter context
Consultation and Engagement

3.0

Strategic Considerations

3.0 Strategic Considerations

3.1 Planning Policy Statement

Development Plan

The Local Plan is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context, the adopted Local Plan comprises:

- Manchester Core Strategy 2012 ("the Core Strategy");
- Manchester Proposals Map 2012;
- Guide to Development in Manchester SPG (2007) and Technical Guidance (2015).
- Guide to Development in Manchester Supplementary Planning Document (2007);
- Saved Policies of the Manchester Unitary Development Plan 2005 ("the UDP");
- Greater Manchester Joint Waste Development Plan Document 2012; and,
- Greater Manchester Joint Minerals Plan 2013.

The Core Strategy was adopted in 2012 and is the key overarching DPD within the Local Plan. The Core has replaced significant elements of the Borough of the UDP as the document that sets out the long term strategic policies for the Manchester's future development and forms the primary framework that planning applications will be assessed against.

Despite being largely superseded by the Core Strategy, a number of policies from the UDP have been "saved" and remain part of the adopted Local Plan.

Material Considerations

The following documents comprise further material considerations in the determination of the planning application:

National Policy and Guidance:

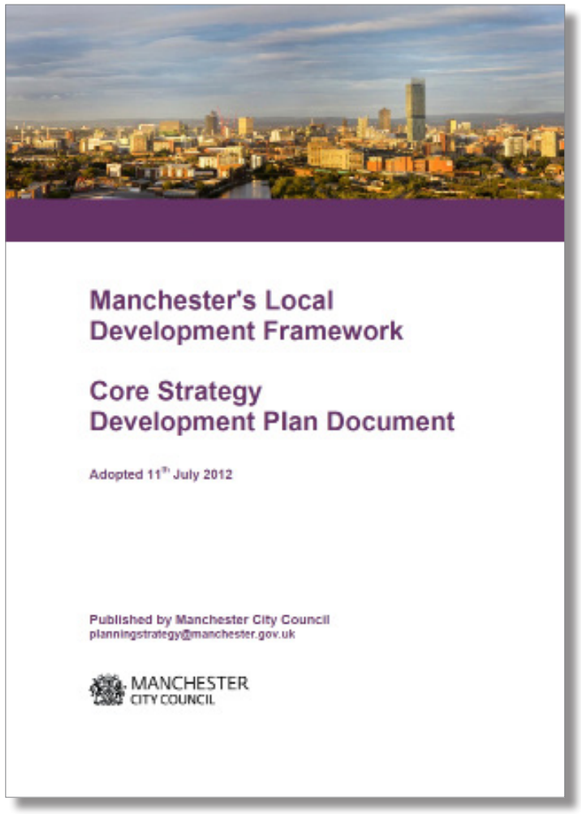
- National Planning Policy Framework (NPPF) (2019), which is additionally informed by - National Planning Practice Guidance (NPPG)

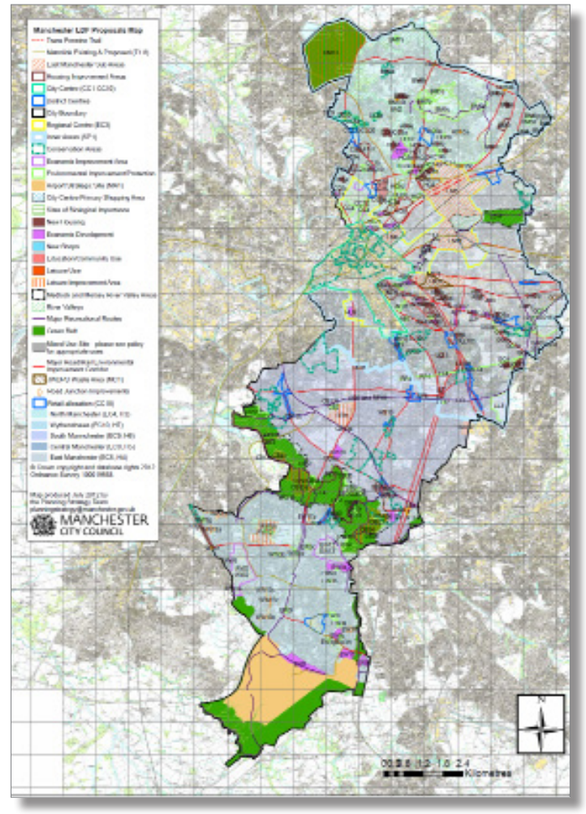
Draft Sub-Regional Policy:

- Draft Greater Manchester Spatial Planning Framework (2019).

Manchester City Council's Supplementary Planning Guidance (SPG):

- Our Manchester Strategy – Forward to 2025.
- Ancoats and New Islington NDF.
- Manchester's Green and Blue Infrastructure Strategy.
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018).
- Manchester Climate Change Framework: 2020-2025 (2020).
- City Centre Transport Strategy to 2040 (2021).
- Design for Access 2 (2003).





National Planning Policy and Guidance

National planning policy is contained within the National Planning Policy Framework ('NPPF') 2019. The document sets out the Government's planning policies for England and how these are applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. A consultation on draft revisions to the National Planning Policy Framework and a new draft National Model Design Code between 30 January 2021 and 27 March 2021 (and to date there is no formal indication of when these may formally be adopted).

At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

- Economic – the NPPF outlines the Government's commitment to building a strong, responsive and competitive economy. Significant weight should be placed on the need to support economic growth through the planning system by ensuring that suitable development is available at the right time and location and identify and co-ordinate development requirements.
- Social – the NPPF aims to support strong and healthy communities by creating a high-quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being
- Environmental – the NPPF outlines how the planning system will protect and enhance our natural, built and historic environment.

These dimensions are considered to be mutually dependent within the NPPF, in its entirety, defining what is understood by the term sustainable development.

Section 6 (Paragraphs 80 to 84) is titled 'Building a strong, competitive economy'. It emphasises that planning decisions should help to create the conditions in which businesses can invest, expand and adapt, and significant weight should be placed on the need to support economic growth and productivity.

Section 8 (Paragraphs 91 to 95) is titled 'Promoting healthy and safe communities. It sets out a series of aims for planning policies and decisions to encourage healthy, inclusive and safe communities, including those which:

- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong Neighbourhood Centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and,
- Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Section 9 (Paragraphs 102 to 111) titled 'Promoting sustainable transport' states that transport related issues should be addressed early on in the design development process in order to ensure that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing and proposed transport infrastructure, and changing transport technology and usage, are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and,
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Paragraph 103 goes on to note that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

Within this context, Paragraph 110 states that applications for development should:

- Given priority first to pedestrian and cycle movements, and second to facilitating access to high quality public transport;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Section 11 (Paragraphs 117 to 123) titled 'Making effective use of land' states that substantial weight should be given to the value of using suitable brownfield land. More specifically, Paragraph 121 emphasises the need for Local Planning Authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help meet identified development needs.

Section 12 (Paragraphs 124 to 132) titled 'Achieving well-designed places' sets out that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) was introduced in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the government's attempt to make the planning system simpler, clearer and easier for people to use.

The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, looks good, lasts well and will adapt to the need of future generations.

The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success. This is achieved through providing:

- An understanding of the relevant planning policies;
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
- Discussion of possible mitigation methods against impacts of Proposed Development; and,
- Identifying the information required to accompany a formal planning application

The NPPF, as informed by the NPPG provides a component of the framework against which the planning assessment in Section 6 of this Statement has been undertaken, in terms of understanding whether the Proposed Development comprises sustainable development.

National Design Guide (2019)

The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last



Manchester City Council Parking Standards

- Manchester City Council Parking Standards are contained within the Core Strategy. Appropriate parking standards are also recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.
- The council recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit over-provision and discourage out of town developments.
- Although maximum car parking standards and minimum cycle parking standards are given for different land uses, these do not apply to the city centre where each development will be considered on a case-by-case basis.
- Consistent with Policy T2 of the Core Strategy, the proposed parking provision should be sufficient to satisfy demand, while simultaneously acting as a mechanism for demand management and encouraging sustainable travel behaviour.

3.2 NDF Considerations

The original Ancoats and New Islington NDF was endorsed by Manchester City Council in 2014 with an updated version endorsed in 2016.

In July 2020, Manchester City Council endorsed a refreshed NDF focussed on the Poland Street Zone in Ancoats which was prepared to ensure future development preserved the character of the area whist meeting future housing, sustainability and community needs.

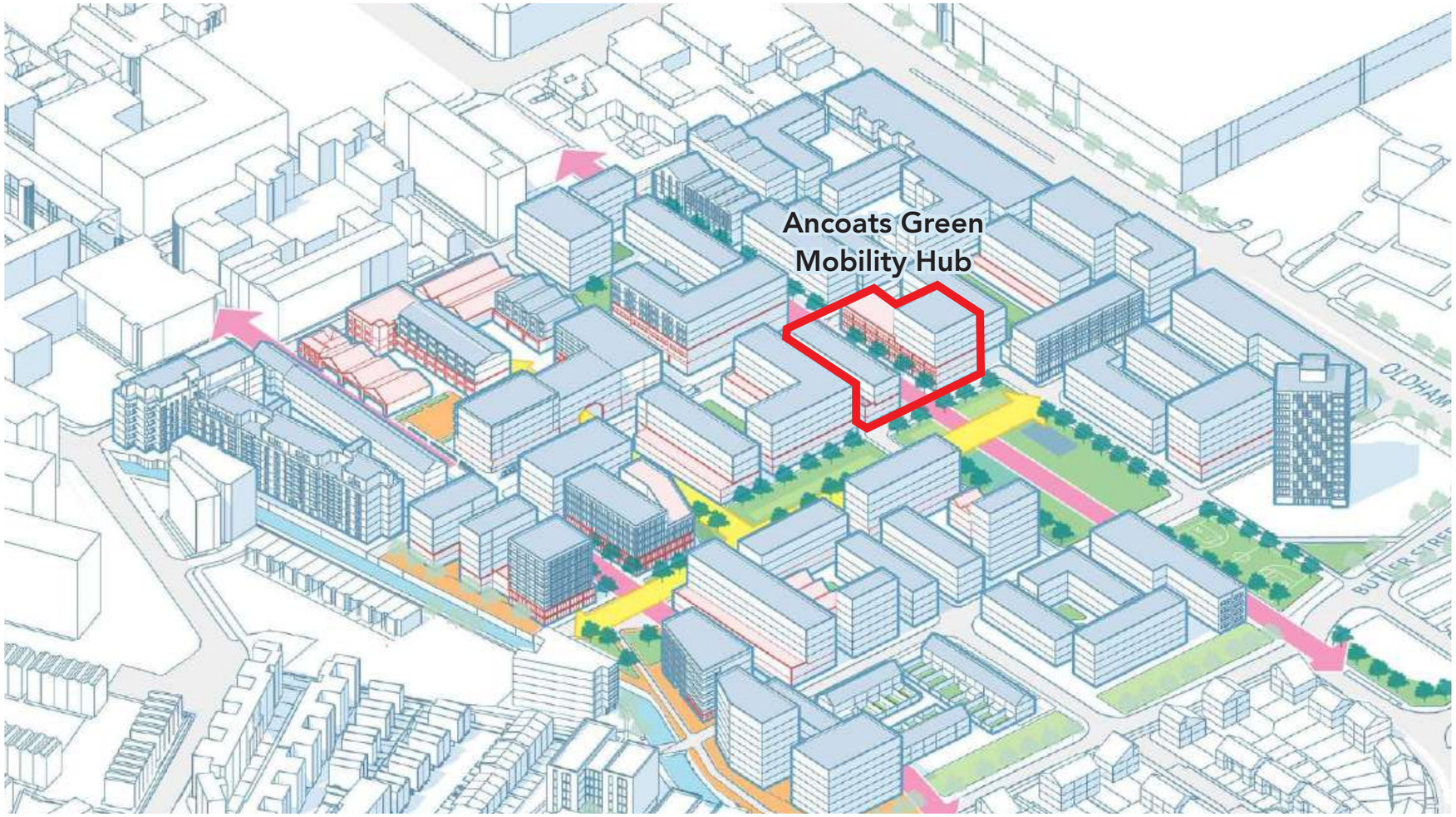
One of the key objectives of the NDF is to respect past historic form and character, whilst also looking for opportunities for re-purposing, reinterpreting and contributing to a safe and attractive environment.

The design of new development, streets and spaces ought to take the best of Ancoats – its physical character, its setting and social history. A key aspect of this will be respecting the urban grid of Ancoats whilst noting the opportunity presented by the breaking of the grid in Back of Ancoats, the intensity of its buildings and robustness of its materials, even as densities and uses change in composition in different locations and character areas.

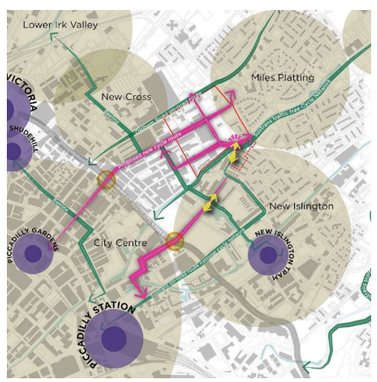
The NDF sets out that development up to and including eight-storeys in height will be supported.

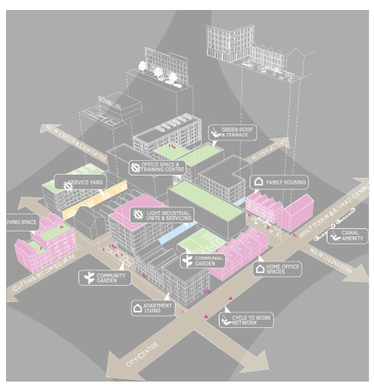
The Masterplan has positioned Back of Ancoats as 'a living and working community' with exemplar development showcasing the potential for live-work communities integrating a range of accessible homes and workspaces. Better connectivity to the East of the area is critical to its success as well as helping to realise a combined neighbourhood across Ancoats and New Islington. The following key points from the Masterplan Vision are highlighted:

- A place where the city meets the suburbs.
- Combined living and working spaces at the core - optimising residential and employment space.
- Diverse & multi-generational - a broad mix including community infrastructure and range of housing formats.
- Urban & green - unreservedly urban but integrating meaningful and well-conceived open spaces.
- Physical & social - an authentic evolution of Ancoats' physical and social fabric.











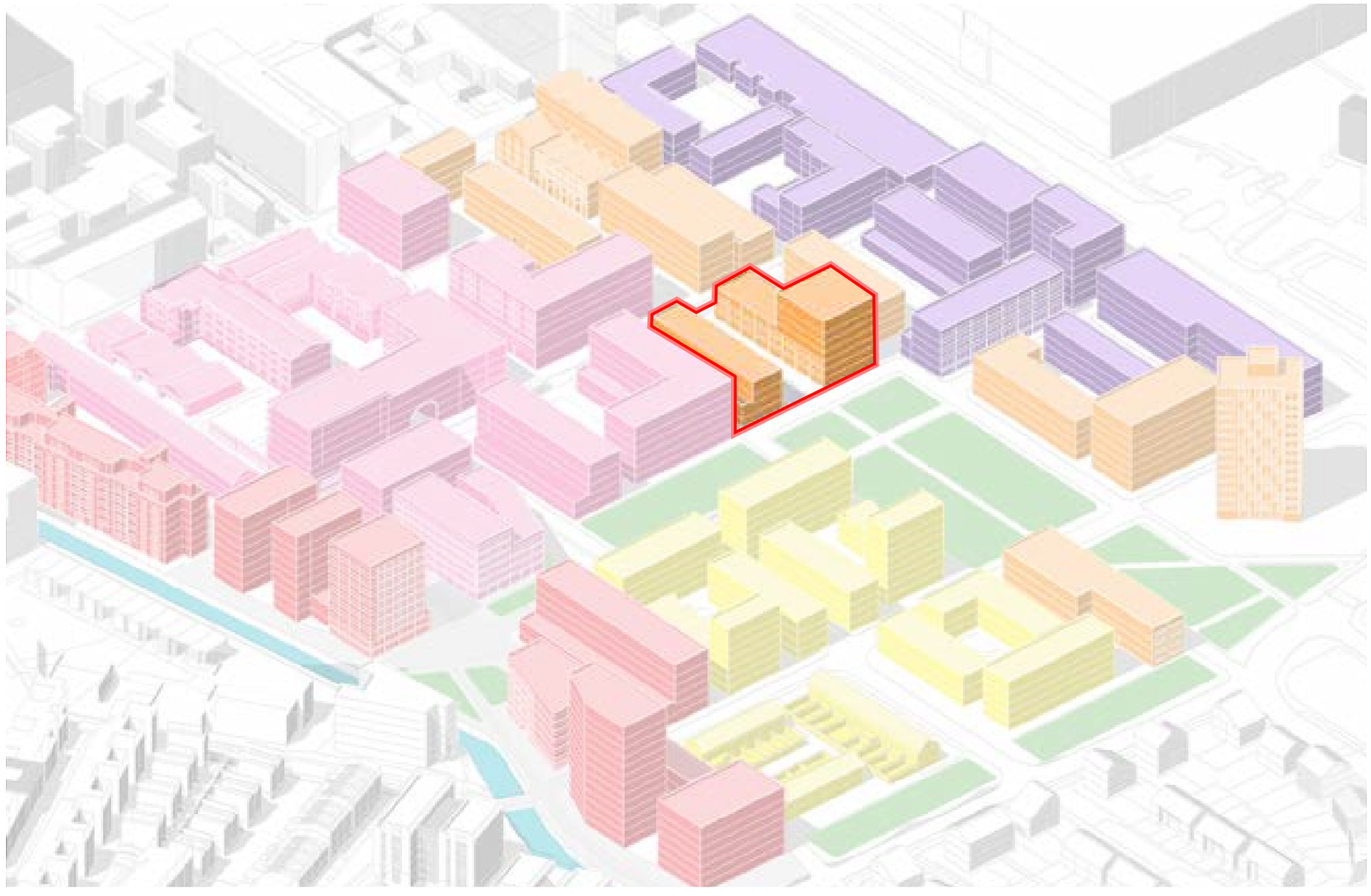
3.3 NDF Character Areas

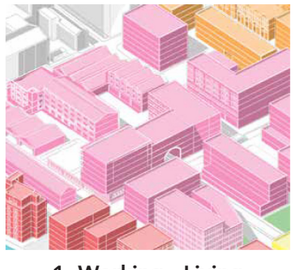
All development will need to make a contribution to the vibrant new environment represented in the illustrative spatial framework. Planning policy supports a diverse mix of buildings and spaces, with particular development opportunities and design cues apparent in different parts of the area.

These different opportunities and cues reflect the varied nature, character and relationships to adjoining areas. As such, subtly different character areas could emerge based on design policy objectives. The composed coordination of character areas is illustrated by the indicative massing model. The character areas identified could be used to inform the design of development and land use mix.

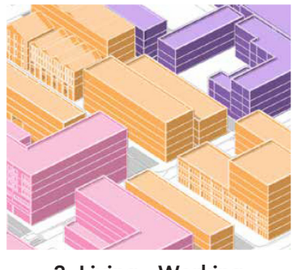
Illustrative spatial framework: potential urban grain and open space network



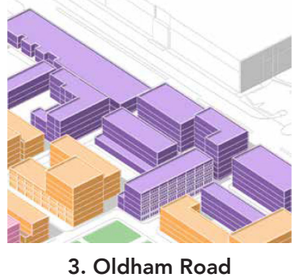




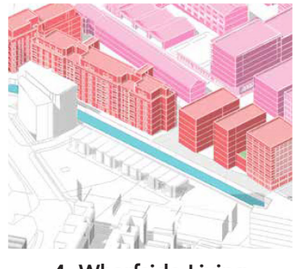
1. Working - Living



2. Living - Working



3. Oldham Road



4. Wharfside Living



5. Neighbourhood Living

Potential character areas: each colour overlay represents a potential different character area

3.4 NDF Design Principles

The following key principles have been observed and responded to as part of the design development and proposal.

Sense of Community

- Providing places to go, opportunities to meet people and be part of a community
- Creating an inclusive and accessible neighbourhood
- Creating a vibrant high-density neighbourhood

Transformed Connectivity

- New development to be balanced and informed by surrounding neighbourhoods
- New development to enhance the transitions and crossings between Cutting Room Square, Cotton Field Park and Ancoats Green
- George Leigh Street has the potential to become a strong community spine
- Existing and potential strategic active travel routes with the potential to transform the Poland Street Area and its connectivity to and from surrounding communities and the city centre
- Create a welcoming place with connections to surrounding areas and key neighbourhood assets
- Providing active and human scale streets

Local movement and accessibility

- Focus on sustainable modes of transport, particularly active travel
- Prioritisation of people friendly streets
- Provide cycle friendly links that tie-in with the wider Bee Network
- Neighbourhood with active and productive outdoor space
- Improving relationship to existing and new green spaces

Streets

- Opportunity for active travel to be prioritised over the car or service vehicle when streets are designed
- Opportunity to place the needs of pedestrians and cyclists first

Parking

- Consideration for parking requirements and how they can be accommodated in the wider area
- Where parking is accommodated it should offer the ability to change electric vehicles
- High level of cycle parking ought to be provided across the area
- There is potential to create a cycle hub with secure storage and on-site showers and changing (this could allow workers access to facilities beyond those which smaller businesses can often provide)

Form

- Development ought to pay strong regard to holistic composition
- New development in this context ought to reshape the density and mix of uses through contemporary, modern, flexible buildings
- Development analysis suggests a maximum height of 8 storeys
- Outward looking built forms and strengthening urban grain
- Providing an efficient and intensive form of development

Use

- Opportunities for amenity and community infrastructure ought to be welcome where proposed to meet an identified need such as sport and leisure amenities i.e. bike hub

Open Space

- Public spaces ought to be designed to be engaging for all ages and abilities
- New spaces could range from larger open spaces through to high quality green streets

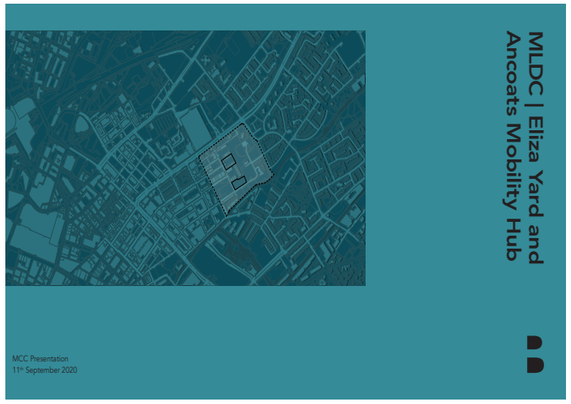
Sustainability

- Supporting the zero carbon agenda
- Making every effort to minimise and manage the use of energy, water and materials at each stage of the development cycle
- Encouraging active travel
- Encouraging people to live active, healthy lifestyles through careful design of buildings and spaces
- Green infrastructure could incorporate tree planting, sustainable drainage features and greening within a hard and urban setting.



3.5 MCC and HE Pre-Application Advice

The following meetings have been held with representatives from Manchester City Council's Planning Authority where the following themes and ideas have been presented. The initial proposals were also presented to Sir Richard Lease at the beginning of December 2020. Two meetings with Historic England have also been required who are one of the key consultees to the development. Additional presentations to key stakeholders and councillors have also been undertaken.



11 September 2020
MCC Planning Authority

- Introduction to the Project
- Overview of the site
- Planning Themes
- The Vision
- Initial Strategies



03 December 2020
Sir Richard Lease Presentation

- Vision
- Site Arrangement
- Facade Design
- Green Walls
- Visual Appearance



14 January 2021
Historic England

- The vision
- The sites and relationship with conservation area
- Scale and Massing
- Key Views
- Facade Design



25 January 2021
Planning Authority

- Strategic Conultation Feedback
- Site Arrangement
- Facade Design Development
- Green Walls
- Materiality
- Landscape Design



01 March 2021
Planning Authority

- Planning Application Strategy
- Community Engagement
- Materiality
- Streetscape
- Landscape Design
- Safety and Security
- Facade and Green Walls Design



09 March 2021
Historic England

- Key Views
- Materiality
- Streetscape
- Landscape Design
- Facade and Green Walls Design

3.6 Consultation and Engagement

Early Stage Consultation

2,007	102
visitors to the website during the consultation period	responses to the consultation

An early stage consultation ran for five weeks from 8 December 2020 to 11 January 2021- this consultation was an opportunity for members of the local community to provide their feedback to ensure local priorities and concerns were addressed as the plans developed.

- Overall, 69% of respondents said that they supported the idea of the Mobility Hub and shared many positive comments about the move towards active travel and prioritising streets for people over cars.
- There were a smaller number of comments from people who felt there should still be a place for cars within the neighbourhood and that they shouldn't be completely excluded.
- Some respondents provided some more specific feedback in the form of suggestions and questions. A summary of this feedback is provided below, alongside an explanation of how the development team is considering these comments as the plans for the Ancoats Mobility Hub continue to develop.

Planning Consultation

2,047	160
visitors to the website during the consultation period	responses to the consultation

A second stage of consultation ran from 7 April 2021 - 16 April 2021, whereby queries raised by residents during the first round of consultation were addressed and developed plans for the scheme were shared. Feedback from the consultation is summarised below:

Design

- Many comments supporting the modern design, particularly the use of living walls.
- A lot of feedback suggesting that the building is too big, and the design is not in-keeping with the surrounding area.
- Support for the sustainable/eco aspect of the design.

Public realm

- Support for surrounding green space, and suggestions that Ancoats Green also be improved, along with the better connections to the park.
- Some concerns about safety in the area at night.

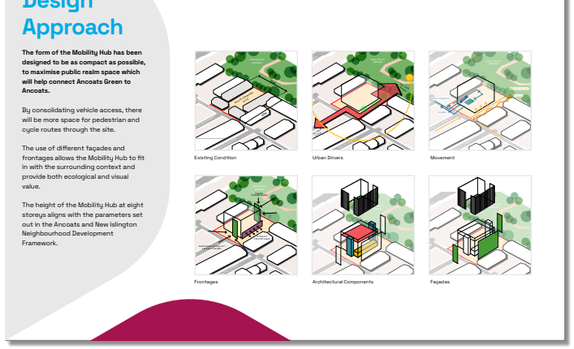
Usage

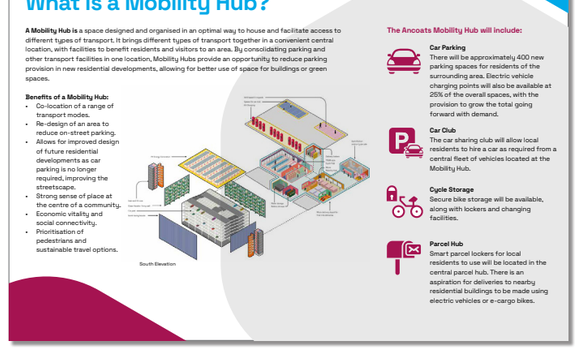
- A number of comments commending the innovative concept.
- Concerns about increased traffic and pollution in the area.
- A lot of support for EV and cycle parking, and the cycle hub.
- Requests for local cycle infrastructure/lanes to be further improved and connected.
- A lot of comments about the building predominantly being a car park.

Full details can be found within the Statement of Consultation prepared by Deloitte/Counter Context and submitted as part of this application.









3.7 Renewable and Climate Change Policies and Targets

An Environmental Standards Statement (supplied separately) has been prepared by Buro Happold to supplement this Design and Access Statement which seeks to demonstrate how Manchester City Council's (MCC) environmental sustainability policies have informed the proposed the development.

To better understand the sustainability drivers for this development and set the policy context, a summary of key sustainable development policies at a national and local level has been provided.

National Planning Policy Framework (Feb 2019)

The National Planning Policy Framework and relevant planning practice guidance sets out the Government's planning policies for England. The presumption in favour of sustainable development is at the heart of the framework, cascading through to local plans and the approval process for planning applications.

Key issues addressed are summarised below:

- Delivering a sufficient supply of homes Achieving well-designed places
- Building a strong, competitive economy Protecting Green Belt land
- Ensuring the vitality of town centres Meeting the challenge of climate change, flooding and coastal change
- Promoting healthy and safe communities Conserving and enhancing the natural environment
- Promoting sustainable transport Conserving and enhancing the historic environment
- Supporting high quality communications Facilitating the sustainable use of minerals
- Making effective use of land

25 Year Environmental Plan (2018)

This plan sets out the Government's ambition to '…champion sustainable development, lead in environmental science, innovate to achieve clean growth and increase resource efficiency to provide benefits to both our environment and economy'.

The plan provides fresh impetus for the principles of sustainable development to be at the heart of decision-making, setting out clear objectives and common language for policy and decision makers to adopt.

Policies and actions are structured around six key areas:

- Chapter 1: Using and managing land sustainability
- Chapter 2: recovering nature and enhancing the beauty of landscapes
- Chapter 3: Connecting people with the environment to improve health & wellbeing
- Chapter 4: Increasing resource efficiency and reducing pollution and waste
- Chapter 5: Securing clean, healthy, productive and biologically diverse seas and oceans
- Chapter 6: Protecting and improving our global environment

Climate Change Act 2008

The Climate Change Act sets out the UK Government's pathway to reduce greenhouse gas emissions by at least 80% (relative to 1990 levels) by 2050. This includes the requirements to set legally binding carbon budgets over five-year periods to act as intermediate milestones.

On 27th June 2019, a more ambitious target of net zero carbon by 2050 was adopted by the UK Government in response to public sentiment and the release of the Intergovernmental Panel on Climate Change (IPCC) Special Report on Global Warming of 1.5oC (October 2018).

Part L 2020 Building Regulation Consultation and Future Homes Policy (Nov 2019)

The Ministry of Housing, Communities & Local Government published the consultation paper for Part L 2020 and Future Homes Policy in autumn 2019. A series of energy and carbon targets have been set for the upcoming progressive energy improvement policies towards achieving net zero carbon standard in the future.

- A 20% reduction in carbon emissions over the current standard, expected to be delivered predominantly by very high fabric standards.
- A 31% reduction in carbon emissions over the current standard, achieved through a more minor increase to fabric standards, alongside low carbon heating and/or renewables e.g. PV.
- The intention for an average home built to Future Homes Standard 2025 will have 75-80% fewer carbon emissions than one built to Part L 2013

Core Strategy Development Plan Document (Adopted 11th July 2012)

The Manchester Local Plan guides development within Manchester. The Core Strategy is the key document in Manchester's Local Plan, covering a period of 15 years from 2012 to 2027. It sets out the long-term strategic policies for Manchester's future development, forming the framework for planning applications.

Sustainability cuts across the objectives set out within the Core Strategy. A summary of key policies relevant to the Environmental Standards Statement are summarised below

- DM1 Development Management
- EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN6 Target Framework for CO2 reductions from low or zero carbon energy suppliers
- EN8 Adaption to Climate Change
- EN9 Green Infrastructure
- EN14 Flood Risk
- EN16 Air Quality
- EN17 Water Quality
- EN19 Waste
- T1 Sustainable Transport

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted April 2007)

The Guide to Development in Manchester is effectively a hybrid document bringing together all the development principles that assist in creating a city which people choose to live, learn, work and relax. It does not create new planning policy but rather complements existing policies by providing additional guidance on compliance. Where policies from the former Unitary Development Plan (UDP) are referenced, these are superseded by the Core Strategy. Otherwise, the principles and guidance on the Environmental Standards Statement remain current and complimentary to the Local Plan.

'Section 4 Environmental Standards' sets out the Council's commitment to making Manchester "the Greenest City in Britain". An Environmental Standards Statement is required to accompany all planning applications, demonstrating the required environmental standards under the following headings have been met:

- Energy Strategy;
- Environmental design;
- Water management and weather resilience;
- Waste management;
- Construction management;
- Biodiversity.
- Climate resilience

These policies, standards and requirements have been assessed and a detailed appraisal is expanded upon in the Environmental Standard Statement, supplied separately.

3.8 Security Requirements

A pre-application review of the scheme was held with Greater Manchester Police's Design for Security team. The feedback and advice have been incorporated into the design prior to this application.

A Crime Impact Statement (CIS) (contained separately) has been prepared alongside this planning application. The CIS identifies, predicts and evaluates the crime and disorder effects of the development proposals. The purpose of the CIS is to ensure that design decision-makers consider crime, disorder and fear of crime. The CIS includes all the requirements for Secured By Design accreditation. Key aspects include:

- An assessment against the key principles of "Crime Prevention Through Environmental Design"
- A review against the principles of Secured by Design

3.9 Travel and Transport Policies Overview

A separate transport statement prepared by Hydrock has been provided to support this Design and Access Statement.

The following national and local policies and targets have been considered in the preparation of the Mobility Hub proposals:

National Planning Policy Framework

- The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- The most recent NPPF report was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).
- 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.
- Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

- In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.
- The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

Manual for Streets

- Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

Guidelines for providing for Journeys on foot

- Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot".

Greater Mancheter Local Transport Plan (2017)

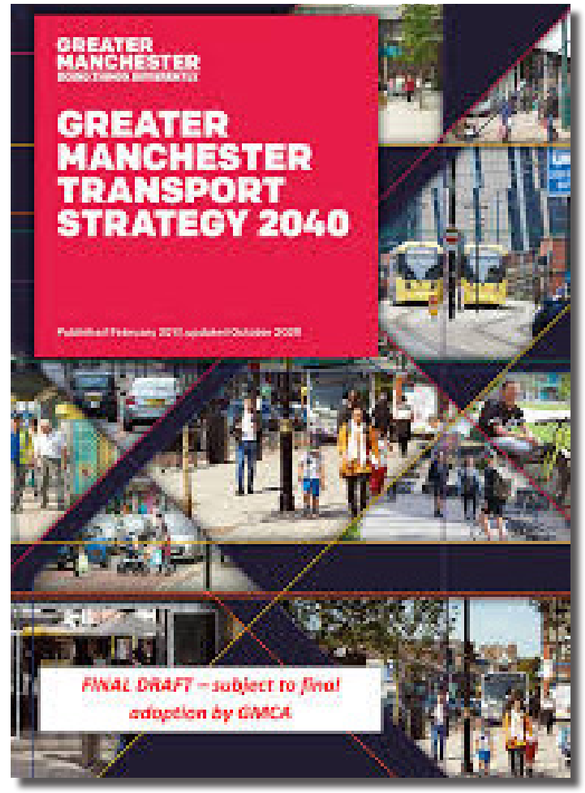
- The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision

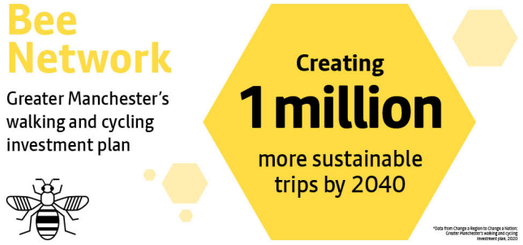
Greater Manchester Transport Strategy (2040) Draft Delivery Plan (2020-2025)

- The Greater Manchester Transport Strategy 2040 focusses on tackling the critical long-term challenges facing the city-region. This is the second in a series of five-year Delivery Plans that ensure the long-term challenges outlined in the overarching 2040 Transport Strategy can adapt and respond to emerging trends and priorities.
- Connectivity to public transport is a key factor in the selection process that underpins the new allocations within the GMSF.

Greater Manchester Spatial Framework (GMSF)

- The GMSF sets out how Greater Manchester [GM] should develop up until 2037. The plan identifies the number of new developments that will come forward across the 10 districts of GM in terms of housing, offices and industry. Once adopted, the GMSF will become part of the statutory development plan for each of the 10 Greater Manchester authorities.

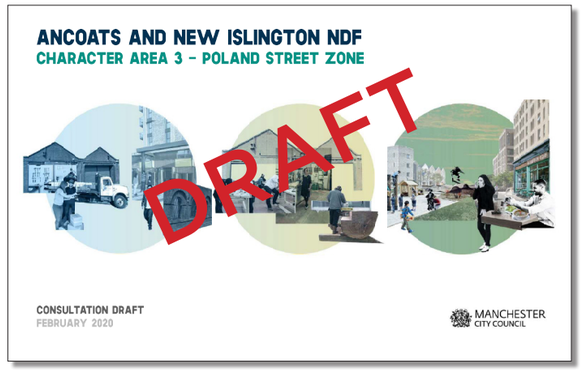






Ancoats and New Islington Neighbourhood Development Framework (NDF)

- The Neighbourhood Development Framework [NDF] was adopted in October 2014 and updated in 2016. The NDF has been prepared to guide future development in Ancoats and New Islington in a form that creates attractive and successful neighbourhoods where increasing numbers of people will choose to live.
- The NDF has guided development across the neighbourhoods and Ancoats has been transformed from a depopulated, declining industrial zone into one of the UK's most desirable emerging neighbourhoods.
- The document details some of the principles that are required to facilitate and accommodate the predicted increase in the Ancoats and New Islington areas.



Ancoats and New Islington Development Framework (NDF) - Poland Street Zone

- MCC has recently refreshed the NDF with specific master planning focus on the area known as Back of Ancoats, centred on Poland Street. The purpose of the refresh is to ensure that it incorporated current thinking in terms of the redevelopment of the area and is properly aligned to the current market context relating to a number of key issues including zero carbon and affordable housing. The master plan described this area as having an interrupted street grid pattern that is dominated by two industrial estates on Poland Street; vacant and underutilised sites that detract from the visual amenity; being part of the Conservation Area but gaining little benefit from that; as having some open space at Kemp Street that attracted a high level of anti-social behaviour; with a lack of pedestrian footfall and visible daytime activity; and with low value buildings that do not front onto the Rochdale Canal and therefore do not exploit the advantage of a waterside location.

Manchester City Centre Transport Strategy

- In 2020 MCC in conjunction with Salford City Council [SCC] and TfGM consulted on the City Centre Transport Strategy that sets with vision for the city centre by 2040. This was updated further in 2021 and is to be presented to the Executive in the coming months.
- It is envisioned that the city centre will have over 100,000 more jobs and 50,000 more homes within the central core by 2040 when compared to 2020. As such the way in which people and goods are moved around the city centre must change to deliver a liveable city and meet Manchester City Council's growth, clean air and net zero ambitions. The City Centre Strategy aligns with the Greater Manchester Transport Strategy for 2040 and the Greater Manchester Clean Air Plan.
- The City Centre area as defined within the Core Growth Strategy incorporates Ancoats and New Islington whilst the area bounded by the Inner Ring Road recognised as the City Core. The Mobility Hub plays an important role in removing vehicle trips from the City Core and promoting walking and cycling as the primary mode of transport to and within the City Core.

Feedback and advice from these discussions have been incorporated into the proposals.

3.10 Wider Policy Considerations

- In the Spring of 2021, Manchester City Council opened a second stage of consultation for the North Eastern Cycling Route that forms part of the Bee Network. This route will link burgeoning residential areas and developments such as the Green Quarter and Red Bank through New Cross, Ancoats and New Islington linking the areas together and to the city centre with a continuous walking and cycling route.
- The Bee Network proposals will provide a Cycle Optimised Protected Signals (CYCLOPS) junction at the junction of Thompson Street, Oldham Road and Sherratt Street. Sherratt Street will provide a quiet route into Ancoats and will route onto Blossom Street leading to Bengal Street before entering New Islington Marina. The proposed Mobility Hub can be accessed from the route from George Leigh Street approximately 250m from Sherratt Street.
- Within the wider context of the Back of Ancoats Development Area and the associated public realm and landscaping strategy, George Leigh Street will be a quiet street promoting walking and cycling and would link directly into the Mobility Hub. The wider area will also be transformed to facilitate active modes of travel.
- During the summer of 2020 following the success of road closures within Ancoats, Manchester City Council commissioned a study into the future of Cutting Room Square. The study highlighted the need to redesign the road network surrounding the square from a transitional space to recreational space by primarily by removing vehicle infrastructure that dominates the space. The Mobility Hub provides an opportunity to relocate parking supply a convenient distance away from the space and also provides a parcel delivery service that will remove sporadic deliveries to residences from the space.

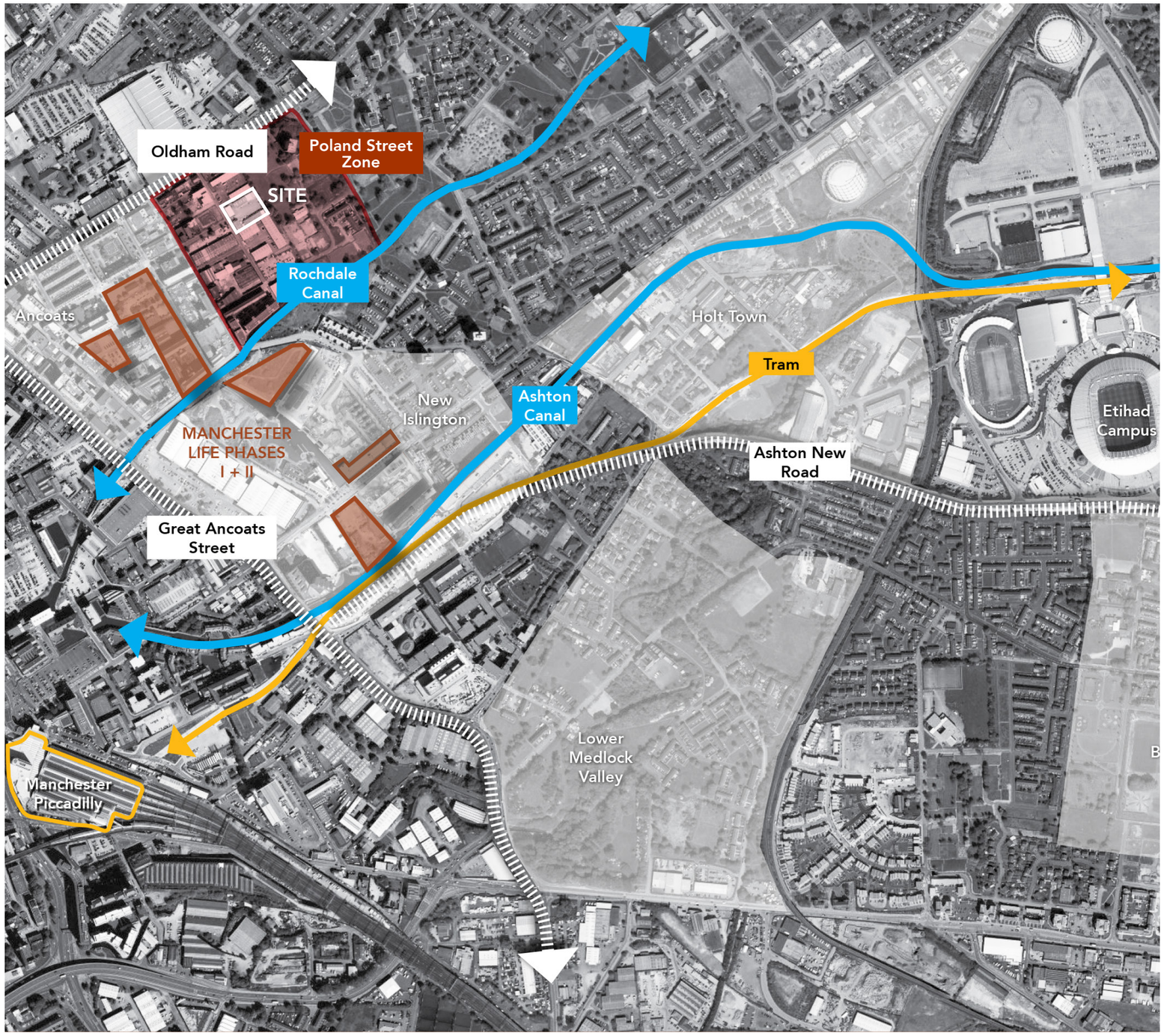
4.0

Understanding the Area

4.0 Understanding the Area

4.1 Wider Area Analysis

The regeneration journey in East Manchester has always been about making bold moves. The area is a leading example of how regeneration can spearhead economic and social change in a city, becoming a touchstone for regeneration across Europe and beyond. The Etihad Campus, New Islington and Ancoats Urban Village has sat at the forefront of this regeneration story for the past 30 years, balancing innovative architecture, sensitive heritage reuse, world leading public realm approaches and a leading public transport network. The development of a masterplan (NDF) for the 'Poland Street Zone', also known as 'Back of Ancoats', provides an incredible opportunity to make another bold move to deliver significant growth on several fronts which ultimately will transform the area into an internationally significant place within Manchester.

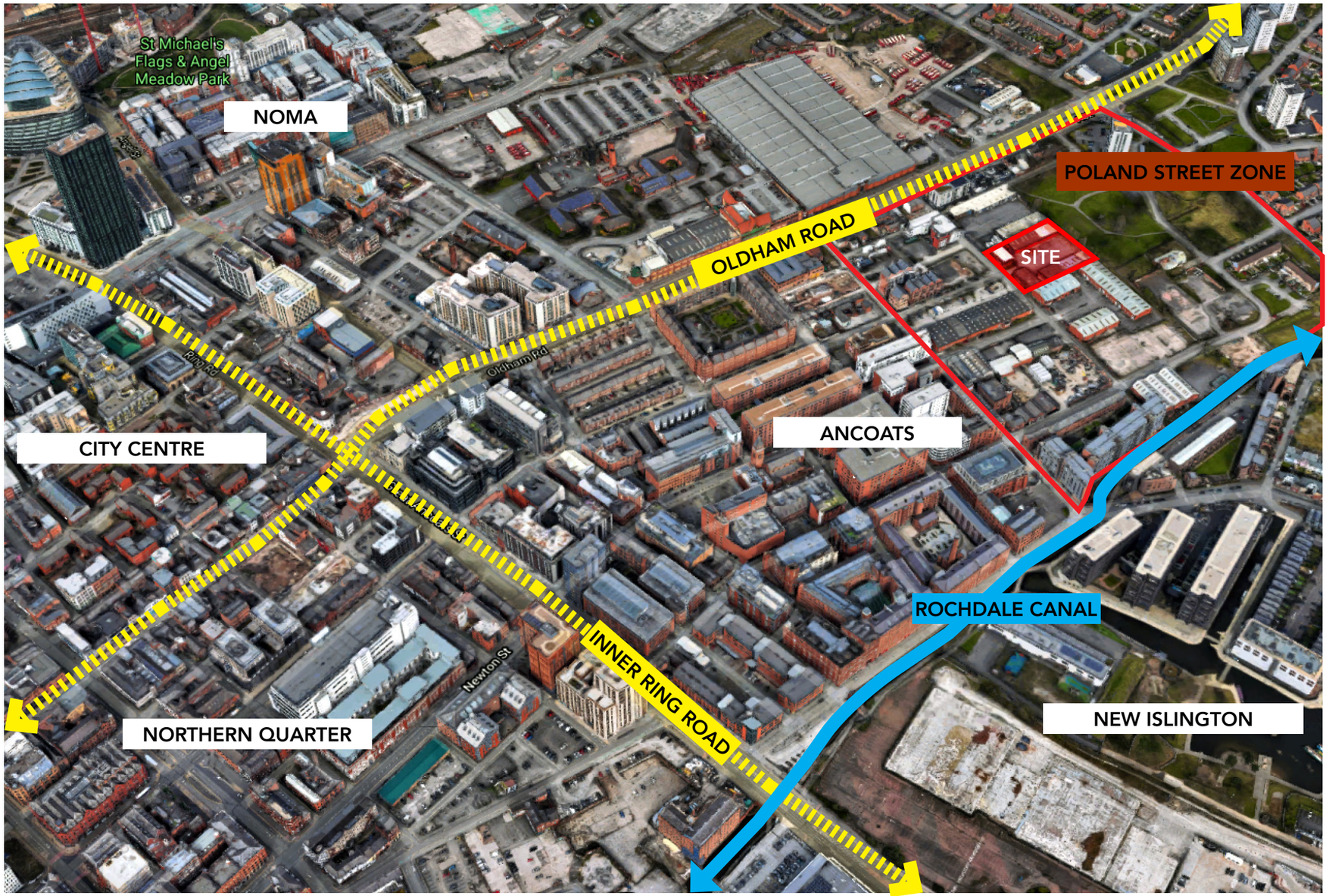


Back of Ancoats in the context of wider neighbourhoods

4.2 Site Location

The site is located in the 'Back of Ancoats', as identified in the Poland Street Zone NDF, an inner city area of Manchester close to the city centre situated between the Rochdale Canal and Oldham Road and a close neighbour of New Islington and NOMA.

The application site is part of the wider Back of Ancoats regeneration masterplan and one of the first sites to be brought forward as part of this redevelopment. The proposal will serve as a distinct marker, helping signpost visitors and residents alike to the wider city and beyond.



4.3 The Application Site

The Site is bounded by Poland street to the West, Ancoats Green Park to the East and neighbouring light weight industrial buildings to the North and South.

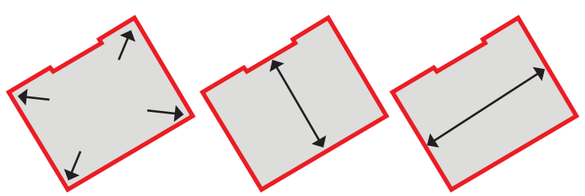
The Site is accessed off Poland Street, with no current through-route to Ancoats Green or the wider area. The existing site is predominately flat with single storey industrial units and an associated car park within, some trees exist along the boundary between the site and Ancoats Green

Key Data

Site Area 0.35 hectares

Length 67m

Width 53m



0.35 hectares site area

53 meters East to West

67 meters North to South



Site Location Plan

4.4 Historic Context

Canals were the arteries of Ancoats and were essential to the area's industrial development: without them the construction of huge steam-powered, closely packed mills, which became the defining feature of the Ancoats townscape, would have been impossible.

Two major waterways, the Ashton Canal and the Rochdale Canal, crossed the area, with branches from them serving major industrial sites. By 1800 the Rochdale Canal was constructed from Rochdale to Ancoats terminating close to the first group of large Ancoats mills newly built by McConnel and Kennedy and by the Murray brothers. Further branches and basins served mills, warehouses and yards.

The area around Poland Street during this industrial period, contained residential housing, varying between two and three stories for local mill workers. Cobbled roads between rows of terraced, brick housing were narrow. Some of these houses were converted into commercial premises whilst small industrial units and public houses were built within the hub site, creating a yard with access to the canal. In this area, the largest business, founded in 1858 was Burtles Tate & Co, located on Poland street and well known for its pressed glass ornaments.

By the mid 20th century, as Ancoats was recognised for industrial heritage, the houses had been condemned and the yard structures were replaced with larger light industrial units, radically changing the scale and transforming the area's character.

The historic maps across and below explain the scale of buildings on the site till the late 20th Century when the site was cleared to make way for larger commercial sheds as seen today. Evidence of the canal arm along the north-east boundary can be seen which now forms part of Ancoats Park.

Photographic evidence of how during the latter part of the 20th Century on the following page describes the further erosion of the historic fabric in this part of Ancoats.

4.5 Ancoats Conservation Area

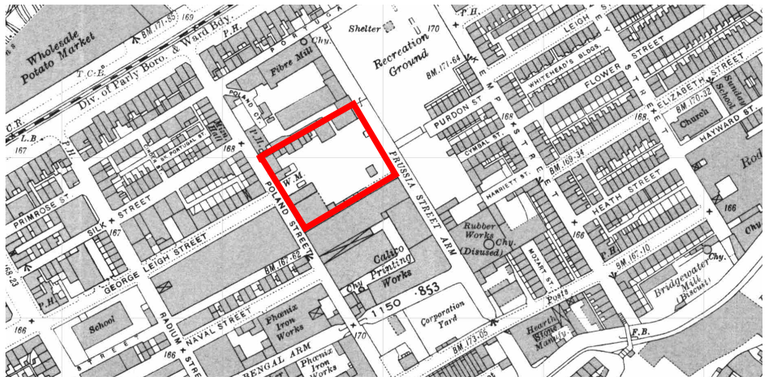
The proposed Site sits within the Ancoats Conservation Area. There are a number of designated assets within the Conservation Area which principally sit along the north, west and south borders and proposed development Site sits towards the north east of the Conservation Area, as marked on the adjacent plans. The proposed development Site sits in an area with no designated assets, and with a diluted urban grain.



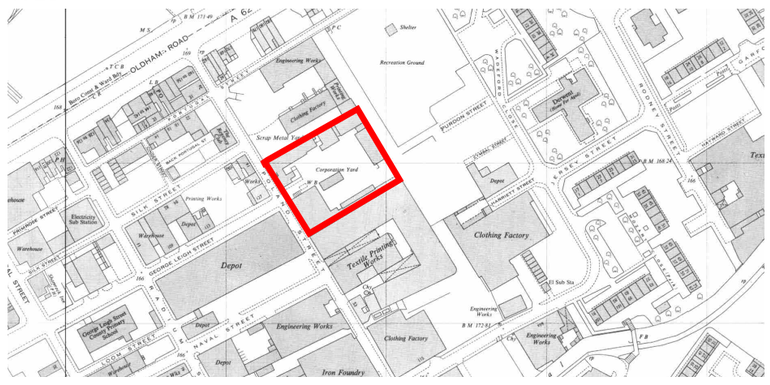
1928



1893

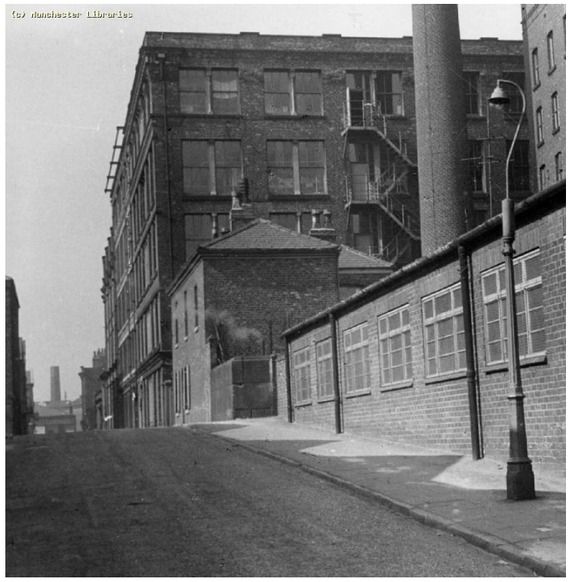


1931



1967











1962



Ancoats Conservation Area

Key

- Listed Buildings / Structures
- Conservation Area
- Approximate Location of Canal
- Ancoats Hub Site Location

4.6 Ancoats Today

Life in Ancoats today is centred around Cutting Room Square, with the buzz of its bars, restaurants and residential. With retained cobbled streets, the area is dotted with cafés and co-working spaces. The industrial façades of Murray's Mill and its neighbours on one side and the canal on the other, spanned by the emblematic red arch of Bridge 89a. On the other side of the Rochdale Canal, the beautifully landscaped marina marks an area of Ancoats revived and transformed, now re-branded as New Islington.

However beyond Radium Street, the area feels like a different place altogether. The characteristic canyon feel of high buildings on either side diminishes. The height and density of buildings suddenly drops. You come across walled off, semi-abandoned industrial units and improvised car parks. At the far north and west of the area you reach Ancoats Green, which defines a threshold between Ancoats and its more suburban adjacent neighbourhood of Mile Platting.


1

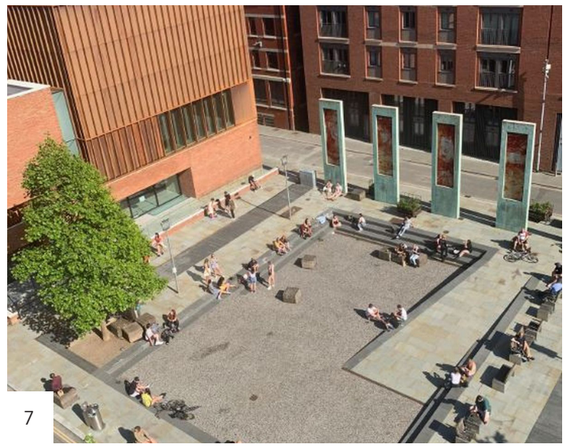

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3


4


5


6


7

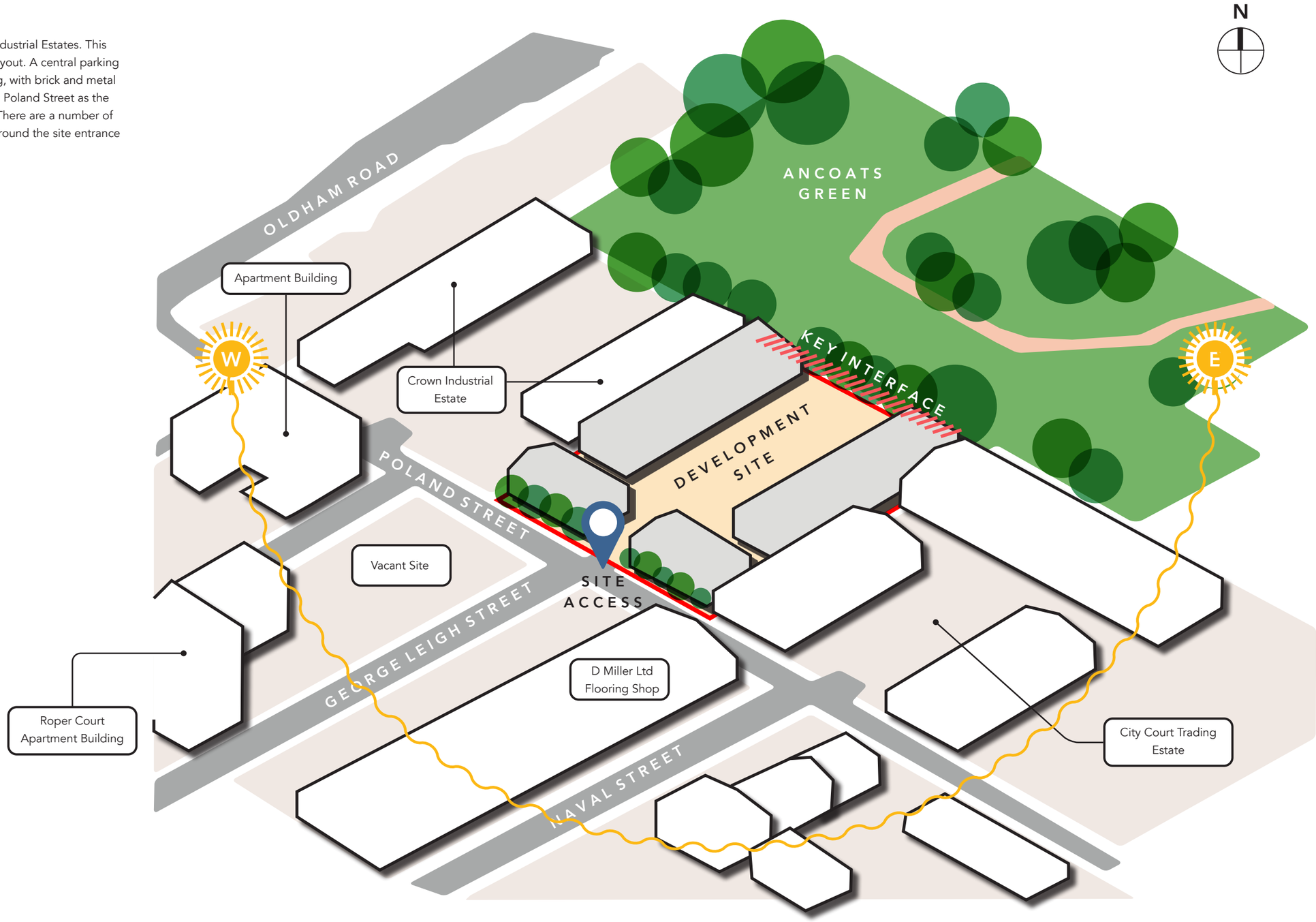

8


9

1. Ancoats Green
2. New Little Mill
3. Royal Mills
4. Rochdale Canal Towpath
5. Anita Street
6. Murrays' Mill
7. Cutting Room Square
8. Weavers Quay
9. Cotton House (from Cutting Room Square)

4.7 The Site Today

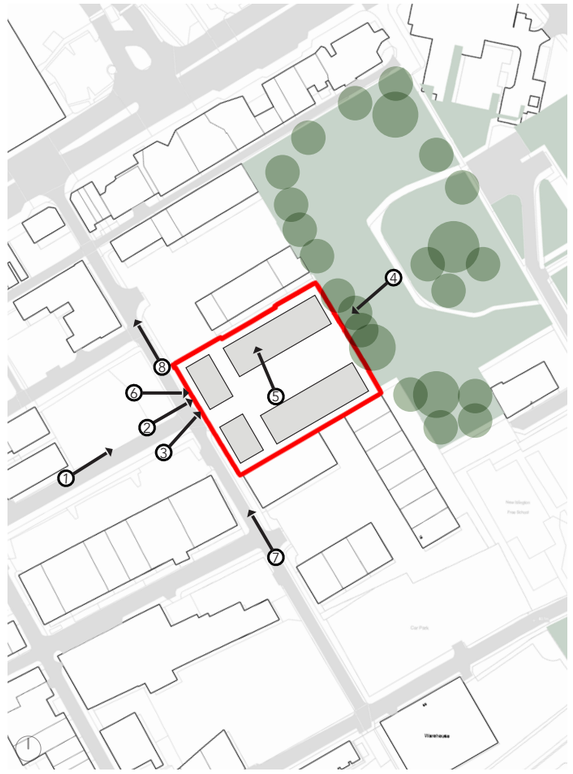
The site today sits between two similar Trading/Industrial Estates. This complex of buildings are all of similar scale and layout. A central parking court, comprising a large amount of hard standing, with brick and metal clad façades. The only entrance to the site is from Poland Street as the site is fenced off to the adjacent Ancoats Green. There are a number of low quality trees on site, predominantly located around the site entrance and along Poland Street.



4.8 Site Photography

Photographic studies of the site demonstrate how the site is currently occupied by lightweight industrial units and an associated car park, accessed of Poland Street,

1. View East along George Leigh Street
2. View East along George Leigh Street
3. View North towards site entrance
4. View West from Ancoats Green
5. View North inside the site
6. View South towards site entrance
7. View North along Poland Street
8. View North along Poland Street




1


2



3


4


7
8

5


1

7


POLAND STREET INDUSTRIAL ESTATE
1 Community Equipment Store
2 Community Equipment Store
3 Community Equipment Store
4 Community Equipment Store
5 Community Equipment Store
6 Community Equipment Store
7 Community Equipment Store
8 ADD Ltd
9 Rendola Media Production
10 House Of Ethnic Foods Ltd
11 House Of Ethnic Foods Ltd
12 House Of Ethnic Foods Ltd

6



8

4.9 Site Constraints

The location of the site within the Back of Ancoats Area is unique in its proximity to primary vehicle routes to the wider city and beyond, as well as its immediate relationship with Ancoats Green Park and its position within the Ancoats Conservation Area.

The main physical and technical constraints are:

- Restricted vehicle access/ no through route
- Potential for acoustic noise pollution from Oldham Road, making it less desirable for residential use
- Location of trees along key site boundary shared with Ancoats Green

Details of the above can be found within this report or in separate technical reports.



Key

- Site
- Conservation Area
- Low Density - Industrial
- Primary Street
- Secondary Street
- Service route only
- Restricted Vehicular Access / No Through Route
- Noise Pollution
- Key interface with Ancoats Green
- Trees along key site boundary
- Proximity of low level industrial shed buildings

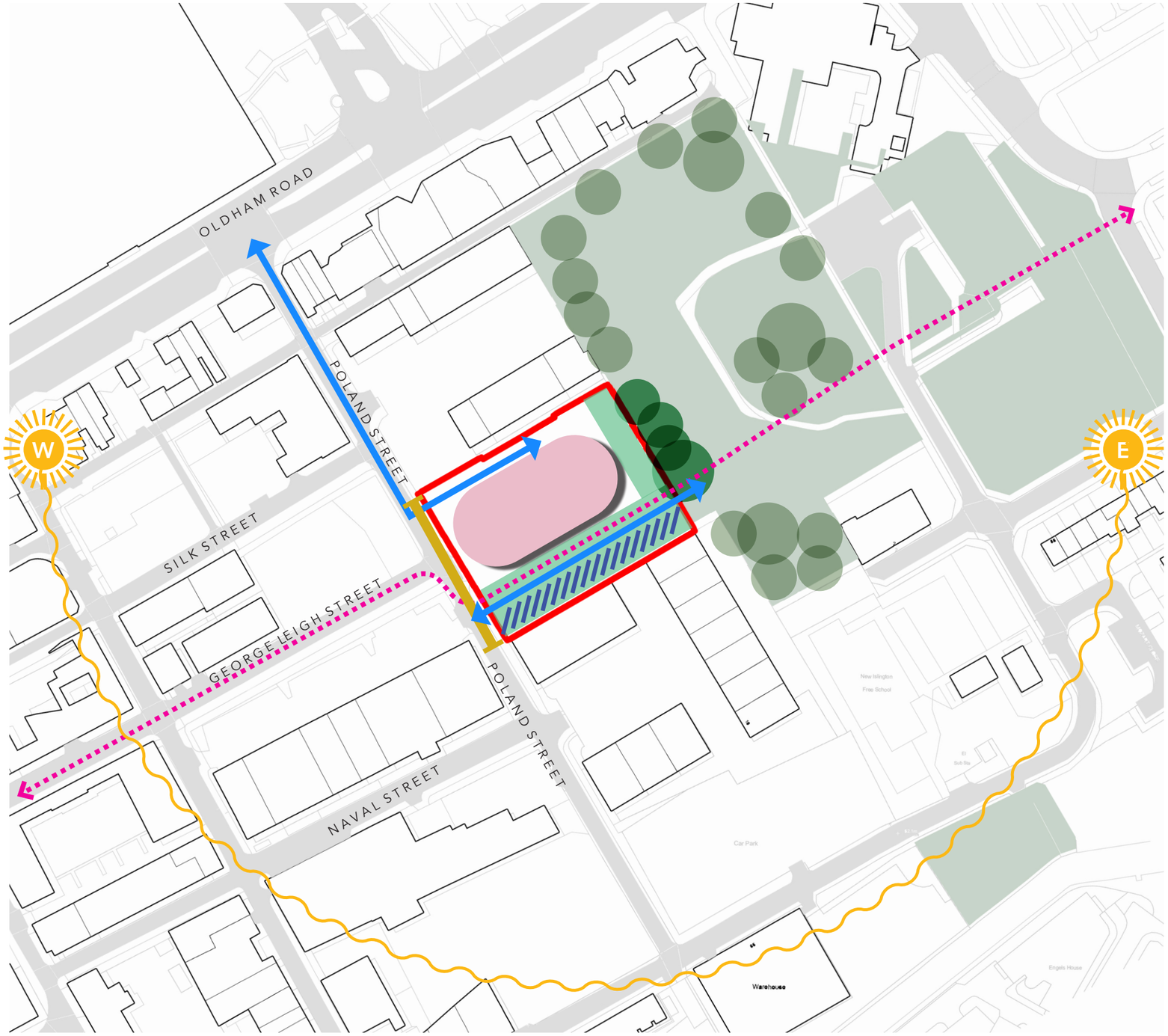
4.10 Site Opportunities

The location of the site within the Back of Ancoats area presents a key opportunity to create a unique architectural response. The proximity to ancoats green is a key interface, which will strongly inform how the building design responds to its surroundings. Likewise, the key frontage along Poland Street, terminating George Leigh Street offers the opportunity to create a new 'landmark' within the Back of Ancoats area.

Key opportunities:

- Setting the building back from the boundaries to invite visitors into the site
- Potential to link into the proposed Sustrans cycle route to offer connections to the wider city and beyond
- Opportunity to create an outward looking building form which enables an area of public realm to be introduced on the site, enhancing the immediate surroundings
- Potential to provide an efficient and intensive form of development
- Vehicle access from Oldham road into northern zone of the site
- Site is on the fringe of the NDF area, therefore avoids traffic having to go through
- Opportunity to introduce green infrastructure within a hard and urban setting
- Opportunity to provide active and human scale streets, which place the needs of pedestrians and cyclists first

Details of the above can be found within this report or in separate technical reports.



Key

- Site
- Opportunity for new typology set back from site boundary
- Opportunity to link to Ancoats Green
- Opportunity for new public realm
- Connection to new Sustrans Cycle Route
- Key Frontage / Termination to George Leigh Street
- Potential to create distinct access routes for pedestrian/vehicles

4.11 The Area of Influence

The following proposals recognise the area of influence that the scheme's proposals can achieve. The following key characteristics of this area of influence have been considered:

- A 5-minute walk, also known as the "pedestrian shed" is considered to be the distance people are willing to walk before opting to drive.
- Based on the average walking speed a five-minute walk is represented by a radius measuring ¼ of a mile or about 400 meters.
- As a result, approximately 1,500 new homes proposed within the Poland Street Zone would not need to provide on-site car parking, leading to better public realm design, more active frontage, improved ground floor uses and less heritage harm.
- Aggregated deliveries can help reduce the clutter and numbers of delivery vehicles on the streets.

As a result the Mobility Hub will provides an alternate and secure option to on-street car parking helping reduce car movements. For pedestrians, the site is within a very sustainable location where a number of pedestrian facilities and links would enable good connections to existing and future local amenities within both a 400 and a 800m radius.



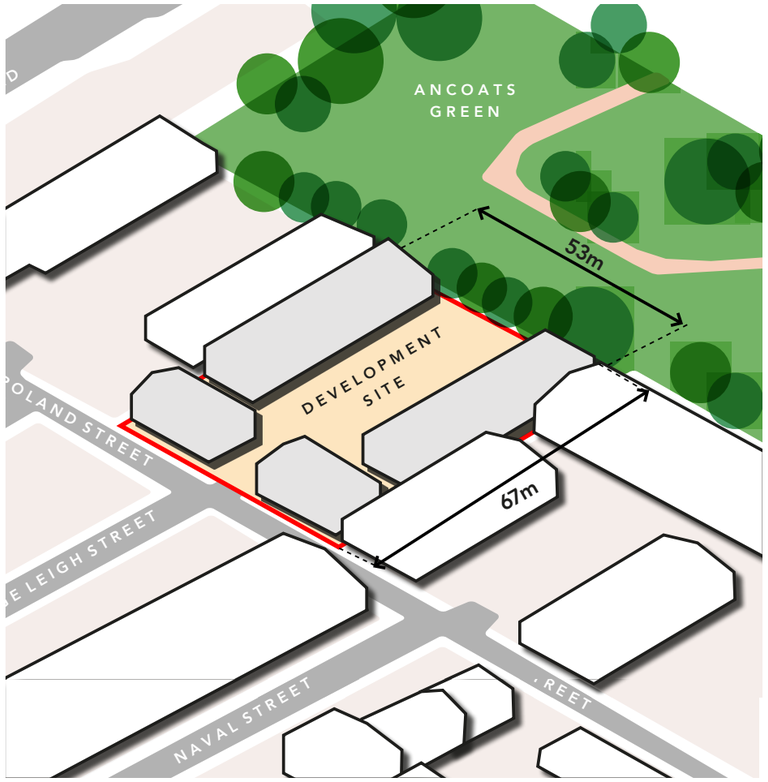
5.0

Design Proposals

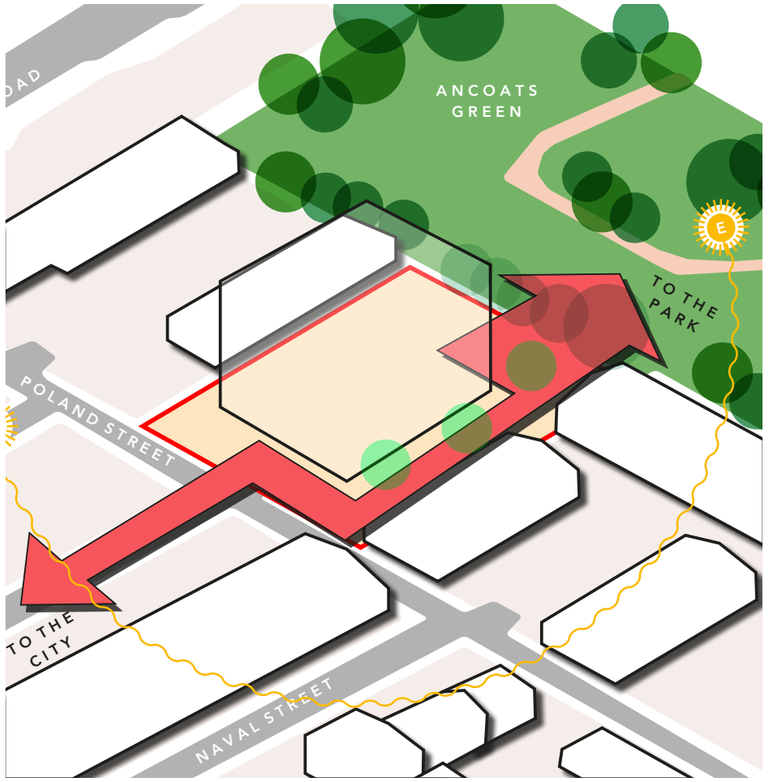
5.0 Design Proposals

5.1 Key Design Strategies

The following key design strategies have been used as guiding principles for the building's placement, mass and arrangement.

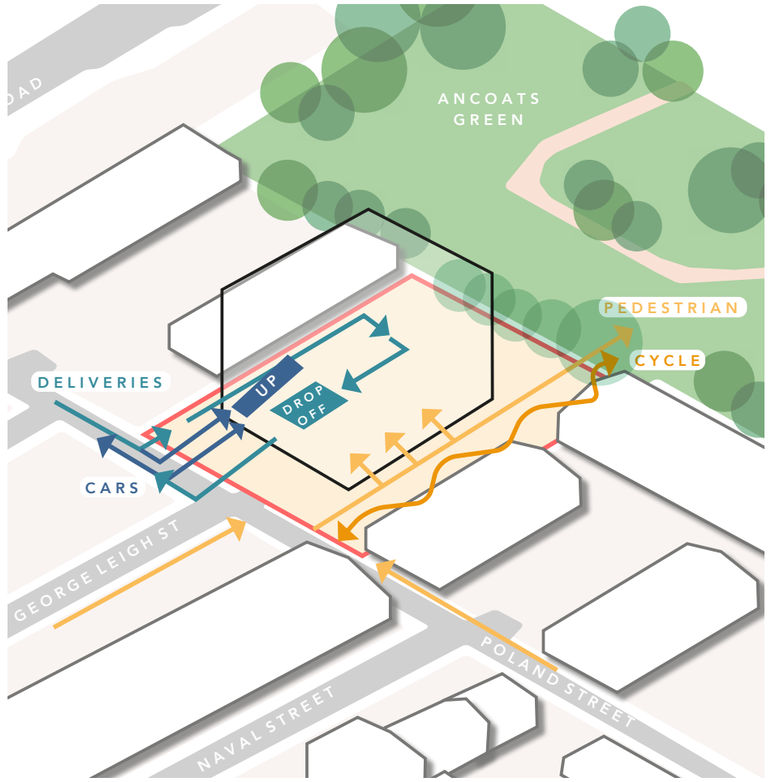


Existing Condition



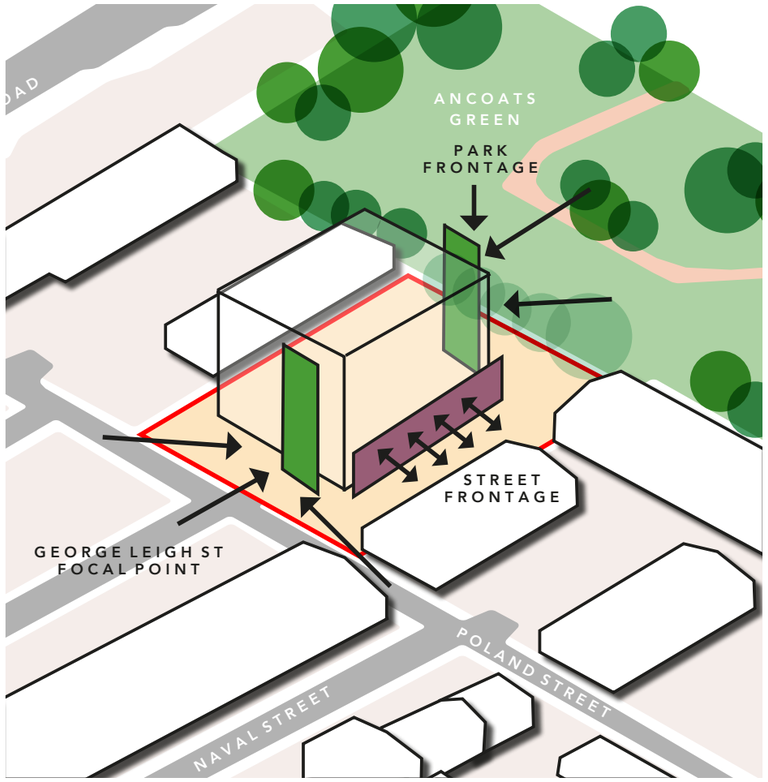
Urban Drivers

Connecting the Park to the City
A compact form to maximise the amount of Public Realm



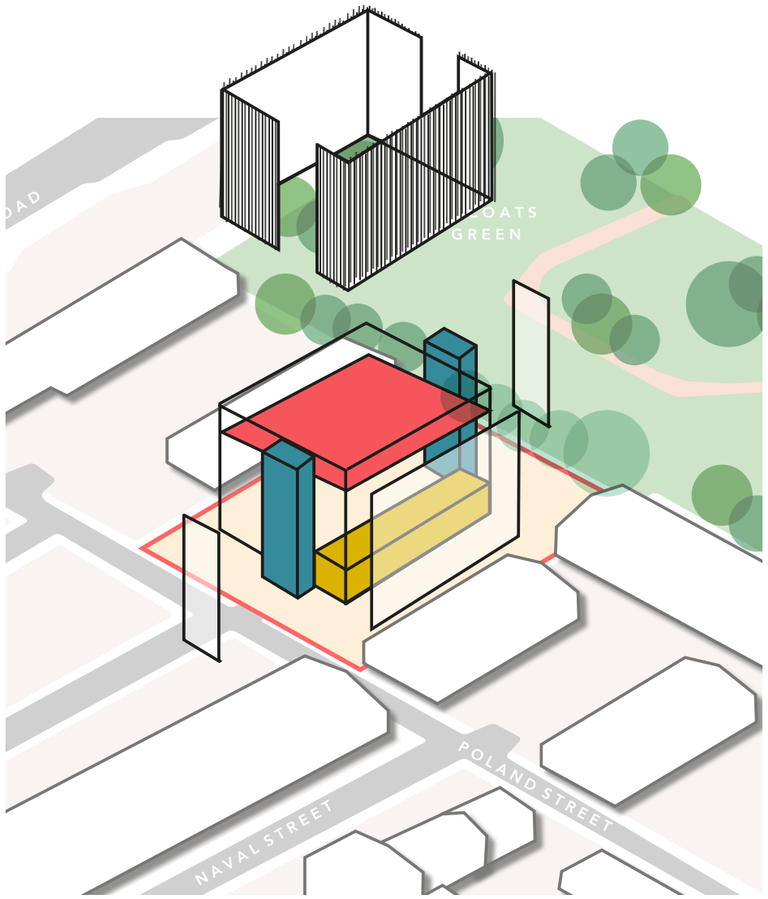
Movement

Consolidation of Vehicle Movements to the North
Legible Pedestrian and Cycle Zones



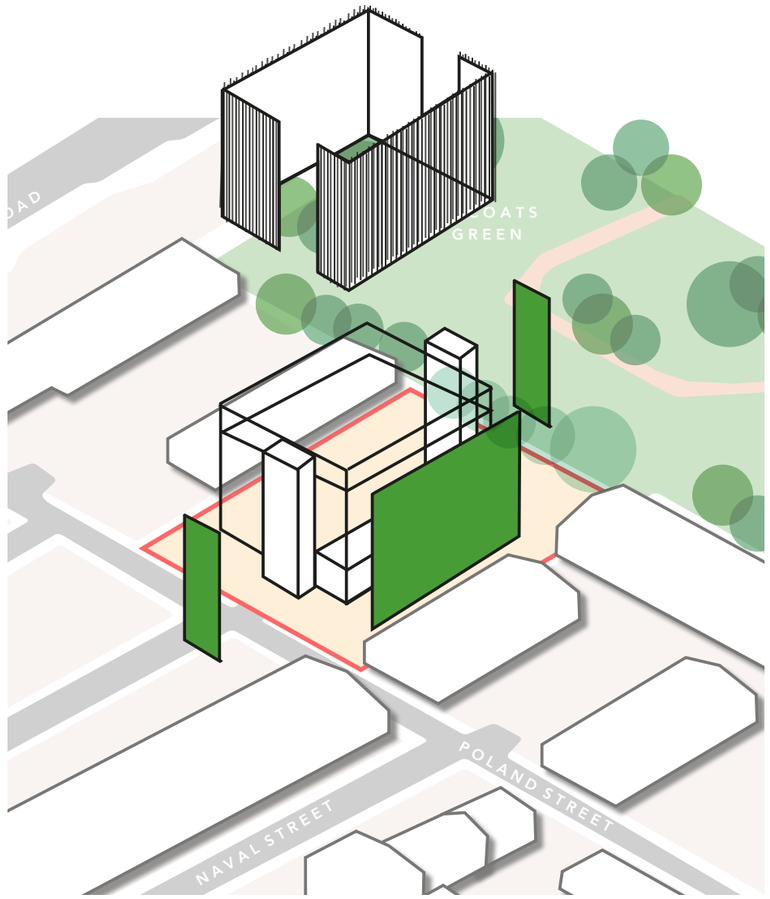
Frontages

Identification of key view points to establish Architectural Identity



Architectural Components

Simple Articulation of Components Legible in their Surroundings



Facades

Using Planting to establish Ecological and Visual Value
Supported by a coherent 'Wrap'

5.2 Design Evolution

The following images show how the proposed design has progressed as a result of the internal design team development, public consultation, presentations to the MCC Planning Officers and feedback from a wide range of stakeholders. A number of factors have informed the brief during the development of the design. These factors can be summarised as follows:

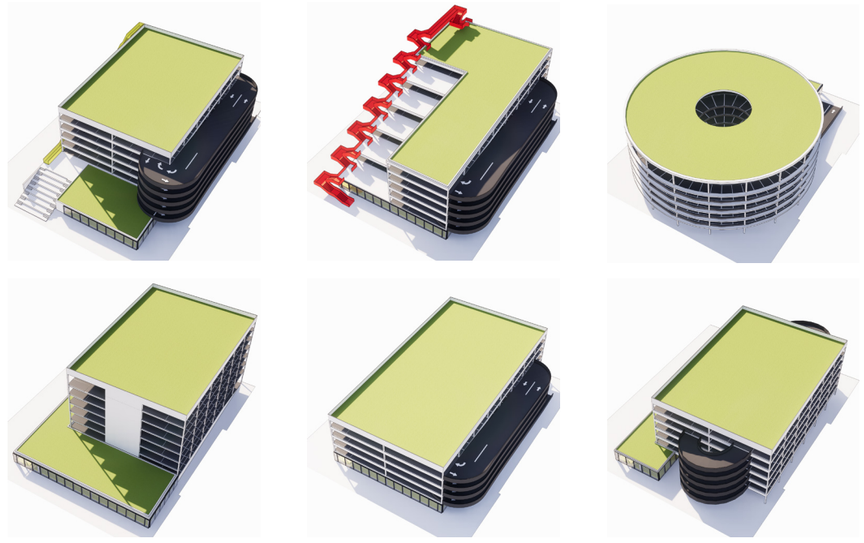
- The design and massing of the car park should be optimised to provide the most compact layout
- The scheme should address discussions with other developers in Back of Ancoats on demand for car parking spaces to support residential development
- The facade design should offer a suitable cladding solution to the building whilst minimising the amount of structure that can be seen through it

There is a also a significant amount of existing below ground constraints across the site which the design team have designed around to reduce the cost of diversion.

The design has also evolved in relation to comments provided by Historic England and key features of the design have been developed to establish our approach:

- Establishing a design for a distinctly modern building clearly expressed as such albeit juxtaposed within its context
- Highlighting through the design the building's public neighbourhood benefits by coalescing a number of important infrastructure functions.
- Developing and articulating striking visual features, such as the external fins and green walling, which are inherently linked to the functionality of the building
- Creating a distinct marker to the end of George Leigh Street

A fuller explanation of our responses to Historic England comments and feedback is included in Section 9.3.

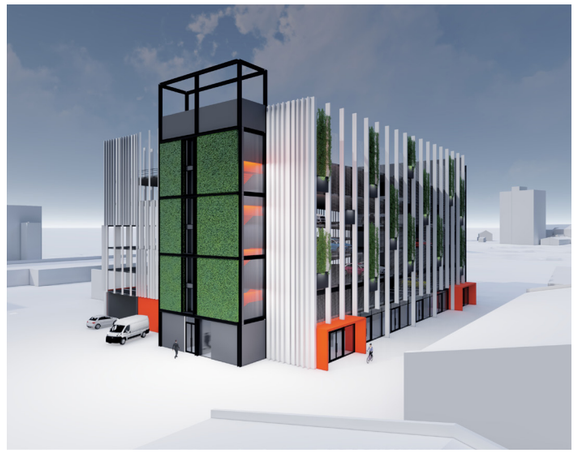


Concept Initial Massing Studies



Stage 1 Early Design Proposals





Stage 2 Concept Massing and Arrangement of Key Components



Stage 3 Additional Floor added to Car Park and Developed Facade Design

5.3 Approach to Scale, Massing and Placement

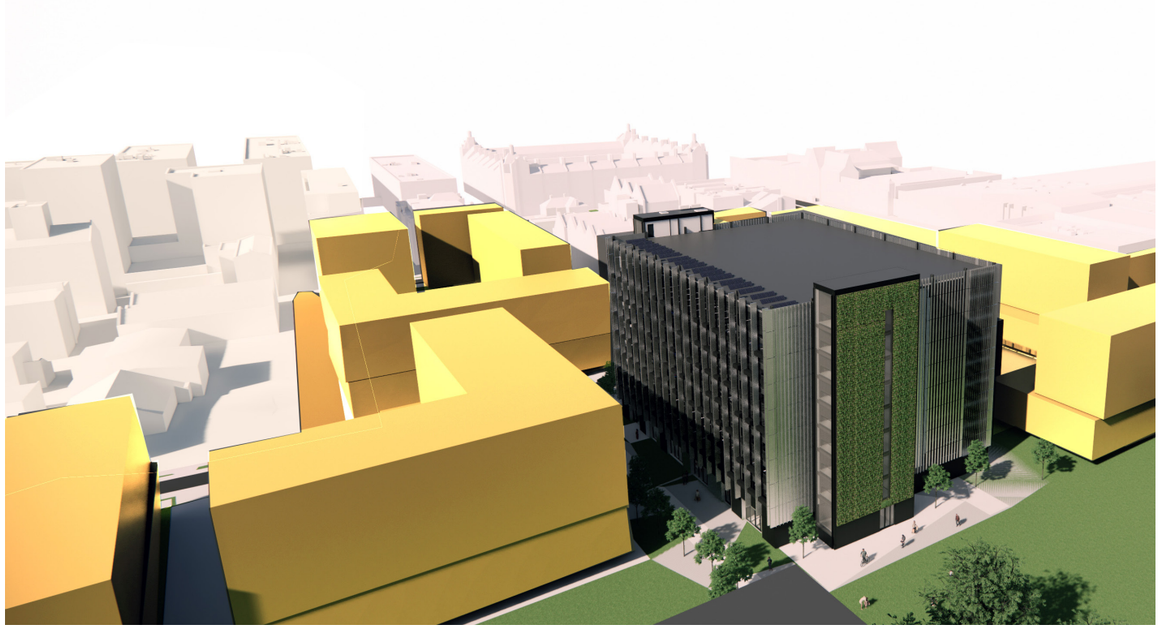
The building has been designed to the brief to provide 408 parking spaces and a range of uses to provide a community infrastructure. The building has been designed to sit within both the existing as well as the future spatial framework expressed in the NDF. The eight storey limit set out in the NDF is adhered to. The following images explain how the building will be seen both the existing context as well amongst potential future surroundings.

In terms of other key principles set out in the NDF, specifically:

- The development helps balance and is informed by the surrounding neighbourhood
- The development helps enhance the transitions and crossings between Cutting Room Square and Ancoats Green
- The scheme creates a distinct marker at the end of George Leigh Street which is currently anchored by the Express Building at it's western end, helping this to become a strong community spine.
- The new street creates a welcoming place with connections to surrounding areas and key neighbourhood assets
- The New street will be active and have a human scale
- The new street places the needs of pedestrians and cyclists first
- New development in this context helps reshape the density and mix of uses through a contemporary, modern building
- The building is an outward looking built forms that helps strengthen the urban grain
- It is an efficient and intensive form of development
- The public space the development provides are designed to be engaging for all ages and abilities
- The public space is designed to be a high quality green street



Mobility Hub in existing context



Mobility Hub in NDF Masterplan context

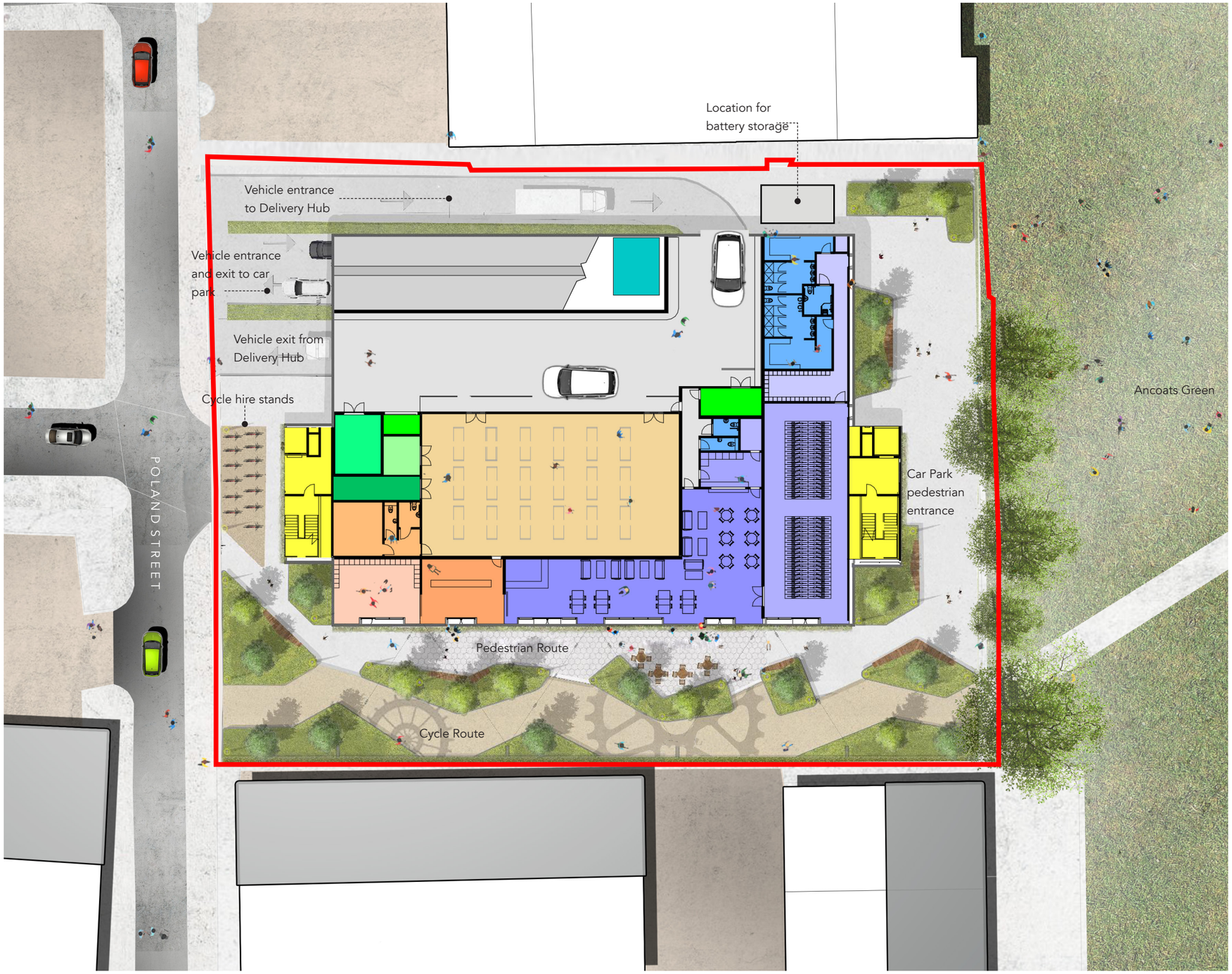
5.4 Site Arrangement

The site is arranged to maximise the amount of public realm and provide visual active frontage to the new street connecting the park to Poland Street. By keeping the footprint of the building as compact as possible we are able to create transition spaces along Poland Street to help create safe vehicular movements to the car park and delivery hub.

The building is located towards the north of the plot to establish a new East West link to Ancoats Green. along this route is arranged the public facing facilities. This route allows for greater connectivity between the local neighbourhood and the city centre for pedestrians and cyclists, as well as allowing for the key, south elevation, to benefit greater from the sun to the south.

No works are proposed beyond the site boundary and no trees within Ancoats Green are proposed for removal as part of the development proposals.

The layout for Ancoats Green is indicative and will be covered in a future application.



1370
sqm public realm
(40% site area)

5.5 Ground Floor GA Plan

The following drawings represent the layouts for the Mobility Hub. In summary the following accommodation is provided:

- Stair Core
- Pick Up Lockers
- Delivery Counter
- Staff Welfare
- LV Switch room
- Bin Store
- Transformer Room
- ENW/RMU Room
- Delivery Hub Storage Area
- Delivery Hub Vehicle Access
- Cafe
- Kitchen
- Cycle Hub Cycle Storage
- Cycle Hub Lockers
- Cycle Hub Changing
- Cold Water Storage

A full breakdown of the accommodation is provided in the appendix.

150
bikes in cycle hub
(plus showers and secure lockers)

780
sqm delivery hub

200
sqm cafe

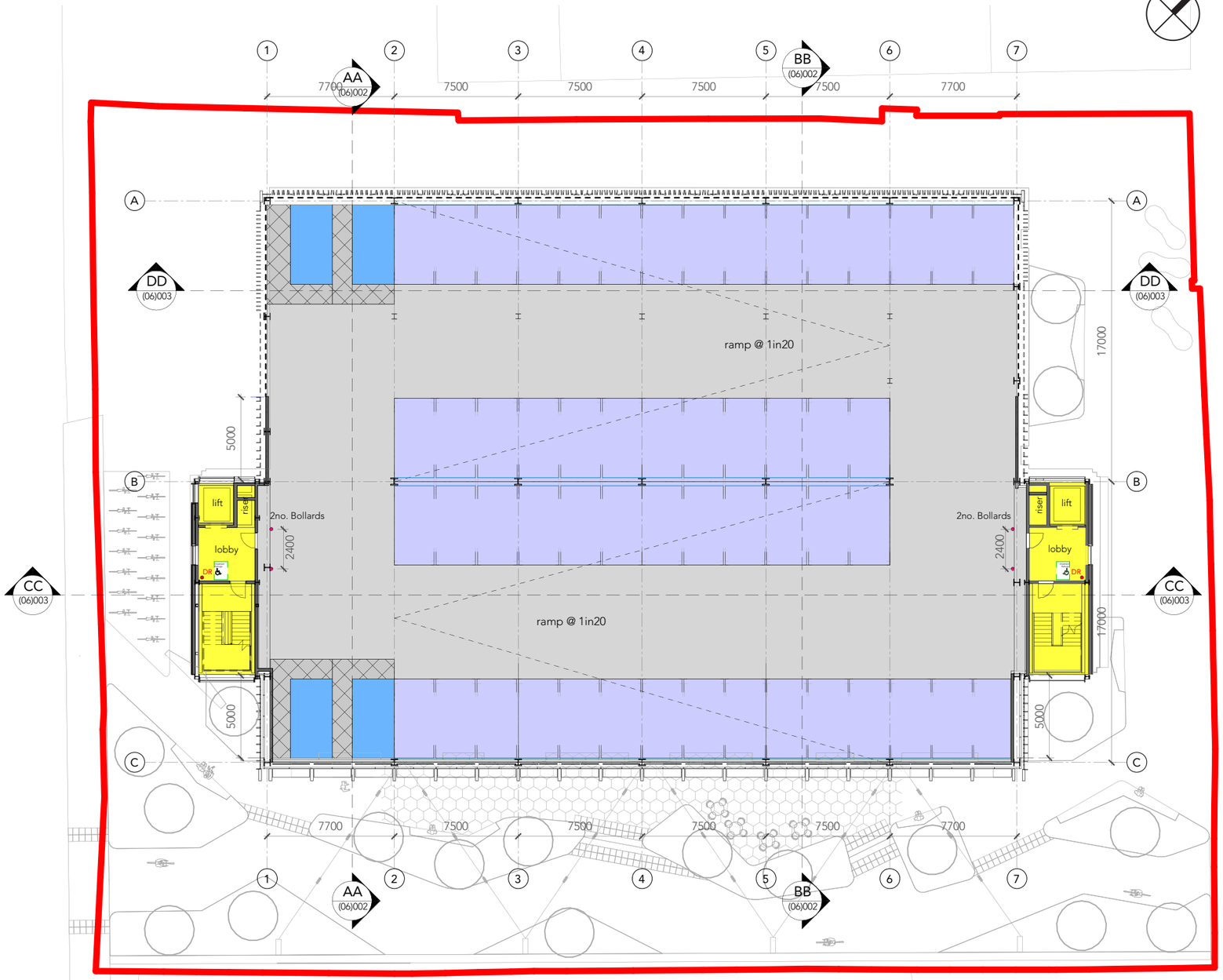


5.6 First to Seventh Floor GA Plan

The following drawings represent the layouts for the typical upper floors of the Mobility Hub. In summary the following accommodation is provided:

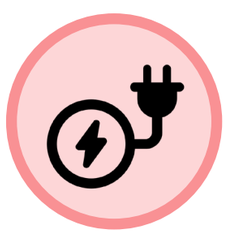
- Stair/ Lift Cores
- Standard Parking Bay (2.4m x 4.8m)
- Disabled Parking Bay (3.6m x 6.0m)

There are 24 disable car parking spaces distributed across the floor levels (6% of the total). 4 spaces per floor are located on Levels 1 to 6 and are positioned closest to the lift and stair core.





408
parking spaces

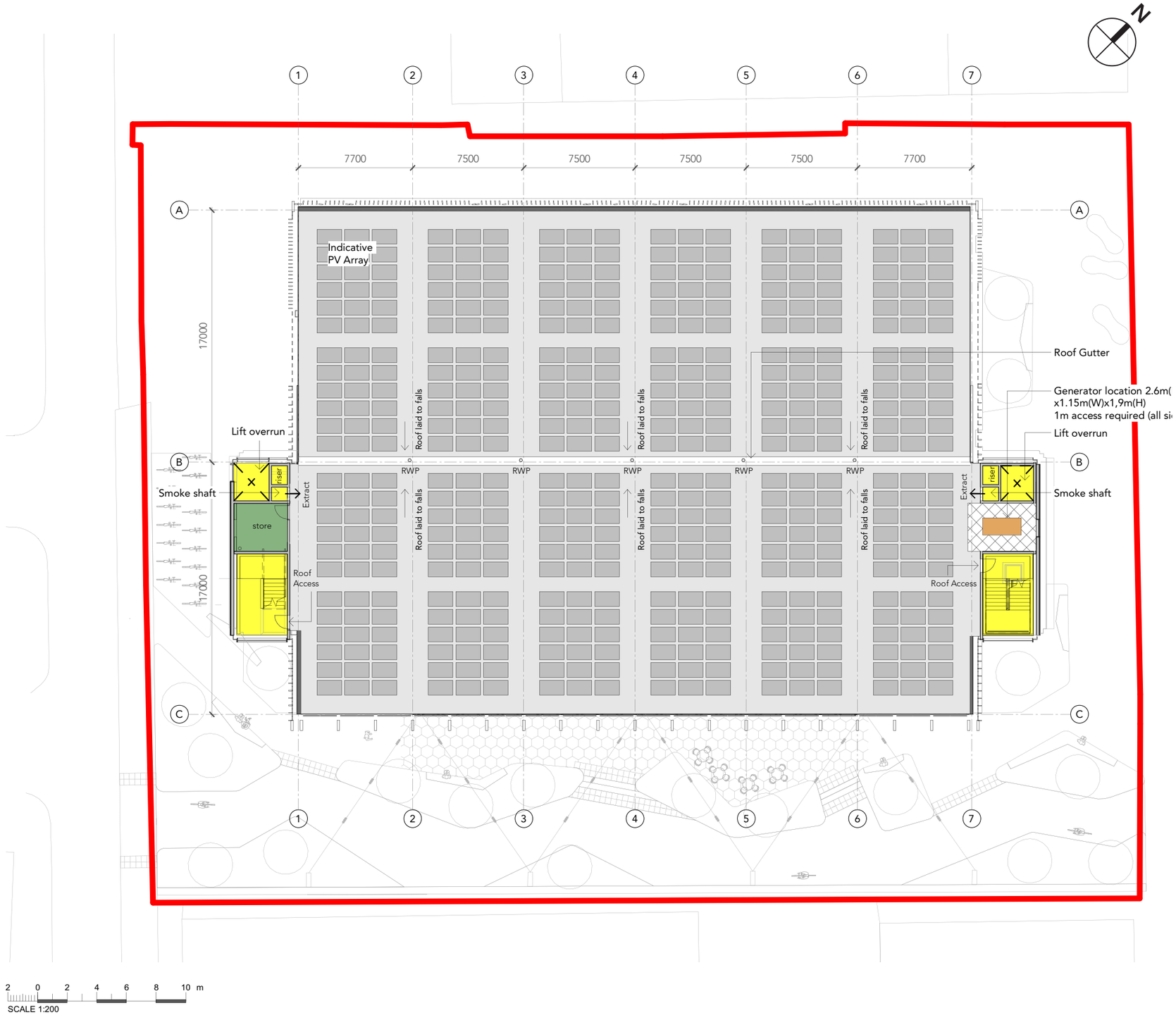


102
EV charged parking spaces

2 0 2 4 6 8 10 m
SCALE 1:200

5.7 Lower Roof GA Plan

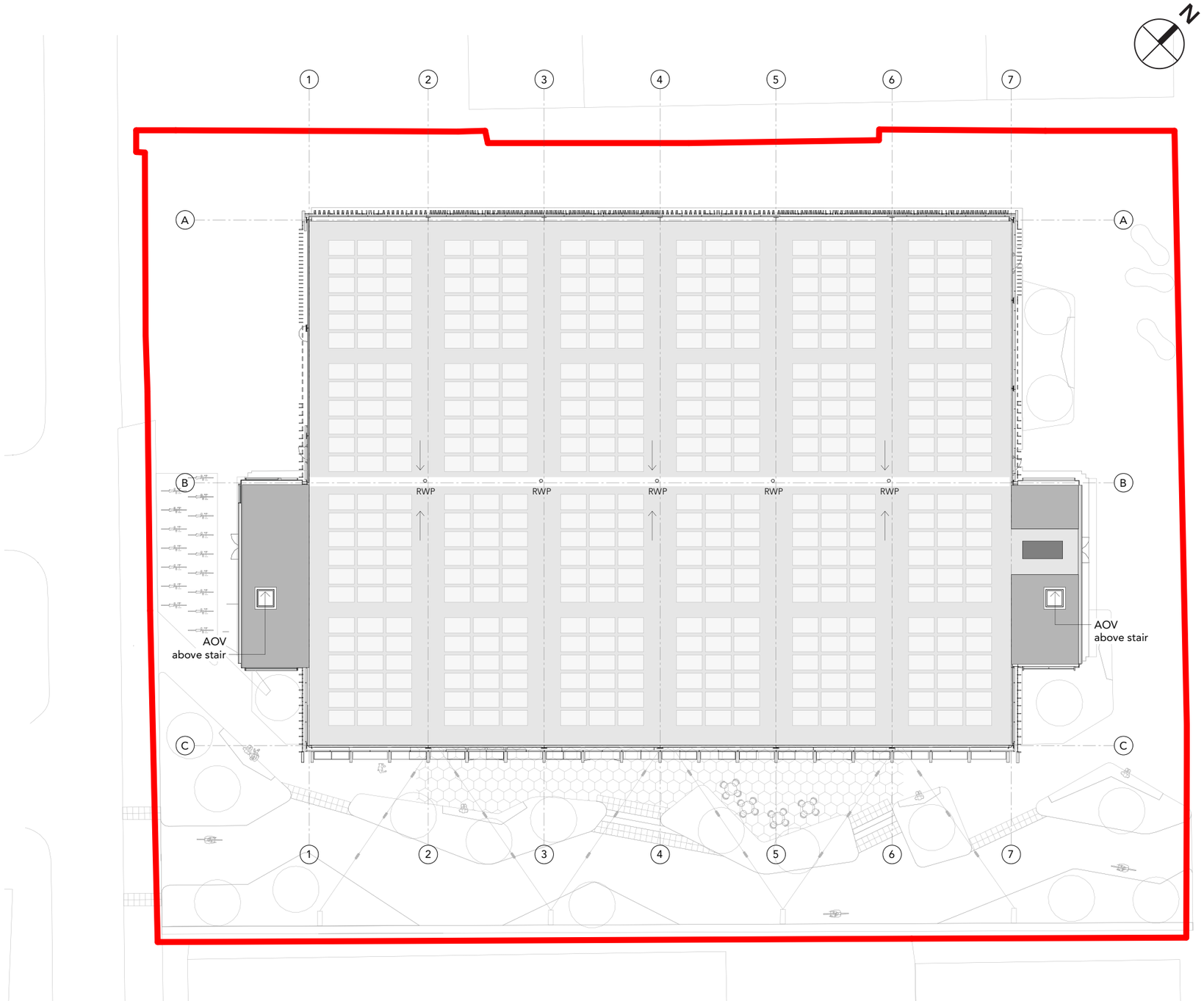
At roof level the entire roof surface is covered by a PV Array. Both lift and stair cores provide access to this level for maintenance staff only.



712
PV array

5.8 Upper Roof GA Plan

The roofs to the stair and lift cores are both flat roofs with small AOV smoke vents interrupting their surface. The backup generator is screened from view and sits within its own compound/area on the Eastern Core.



6.0

Appearance

6.0 Appearance

6.1 Primary Facade Elements

Our approach has been to create a coherent approach to the façade design using vertical aluminium fins that organise all elements of the facade to establish a pattern and framework for other materials including expanded metal mesh and green-walls.

Each façade has been specifically designed in relation to its context and all have been designed to reduce the amount of visible structure and limit light spill from within. The south elevation is the primary elevation adjacent to a new street connecting pedestrians and visitors to the park.

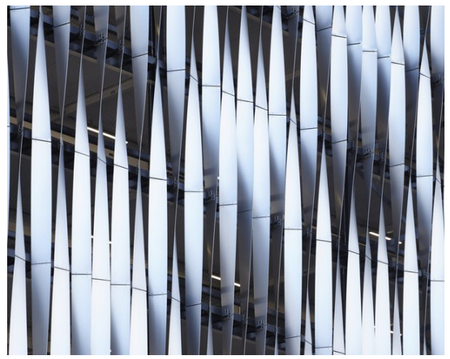
6.2 Vertical Fin Design

The following projects have been used as reference schemes to establish a series of principles in relation to the facade proposals.

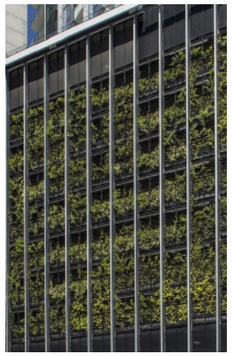
To achieve decorative qualities with the fins and reduce the amount of visual clutter all structure immediately behind the fins will be painted out a dark grey colour. The structure and soffits of interiors to the car park will be painted in white colour also to help reduce the visual appearance of lighting and fixtures on the soffits when seen from street level.







- Vertical metal fins
- Anodised Aluminium
- Silver







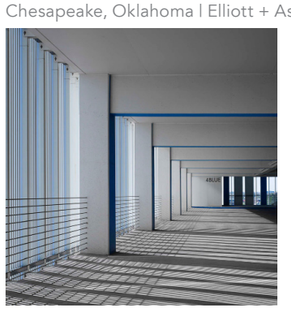
- Dense planted green wall (west/east core elevations)
- Growing plant walls (south facade) along mesh panel backing
- Combination of plant types (seasonal)

Victoria Gate, Leeds I ACME



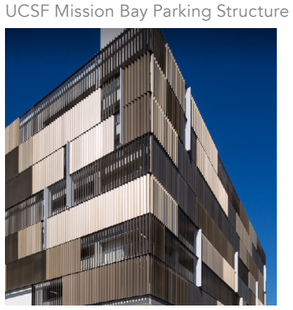


Chesapeake, Oklahoma I Elliott + Associates





UCSF Mission Bay Parking Structure / WRNS Studio





6.3 Material Palette

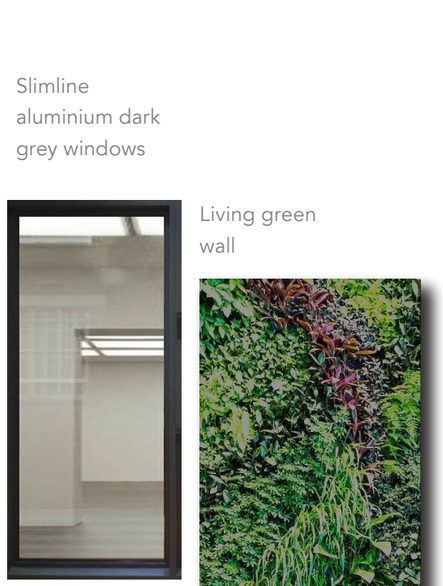
Silver anodised aluminium fins wrap the majority of the main building structure, creating a stark contrast to the dark painted metal structure behind. All façades have been designed to minimise to amount of visible structure and limit light spill from within the car park.

At ground level the building is wrapped by dark aluminium panels, with contrasting light metallic panels emphasising the location of commercial entrances along the new pedestrian/cycle street.

Along the south elevation, planting is proposed to grow up expanded metal mesh screens which will be dark grey to match the steelwork. Aluminium planting troughs, sitting between the fins on the south elevation will also be dark grey to match.

To the stair cores, living green wall modules will surround slimline aluminium dark grey windows, providing light into the stair lobbies.

All vehicle entrances (on the north and west elevations) will be concealed by dark perforated roller shutter doors, sitting alongside the proposed dark grey panels at ground level.

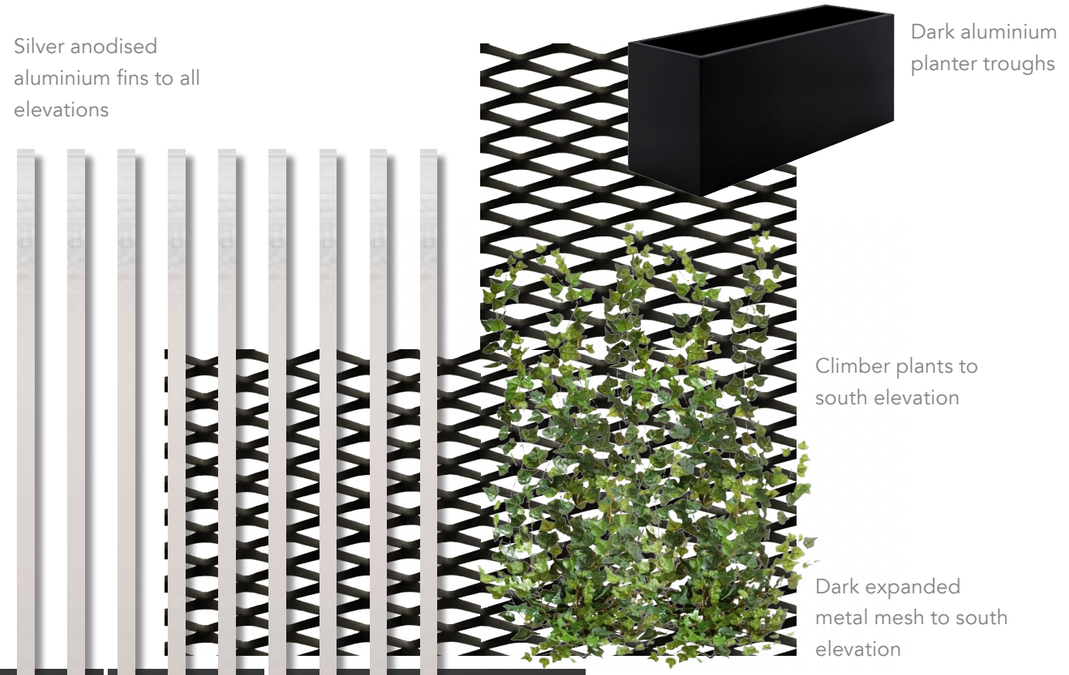


Slimline aluminium dark grey windows

Living green wall



Dark perforated roller shutter doors

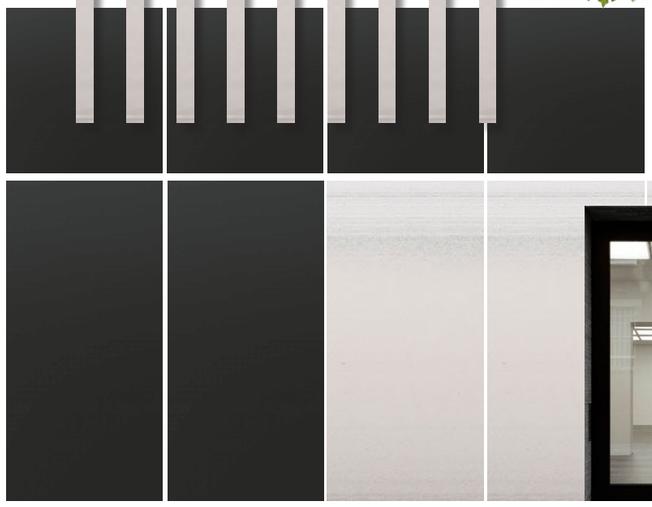


Silver anodised aluminium fins to all elevations

Dark aluminium planter troughs

Climber plants to south elevation

Dark expanded metal mesh to south elevation



Dark insulated aluminium panels

Light metallic insulated panels

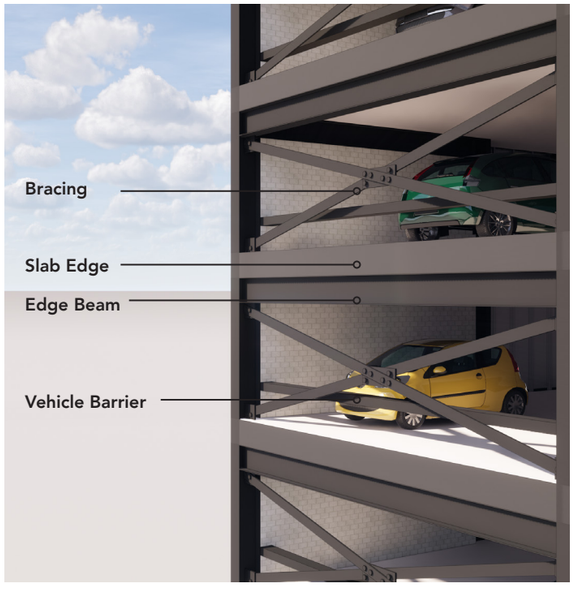
Curtain walling to ground floor commercial and car park entrances

6.4 South Elevation

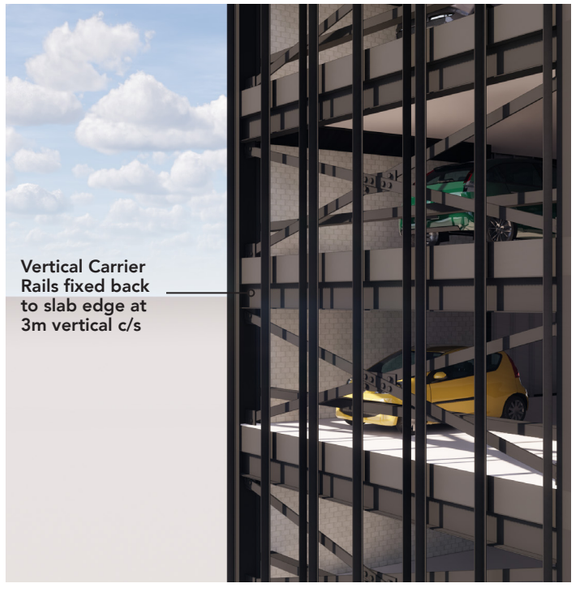
6.4.1 Facade Build Up

The following sequence of images illustrate how the various elements of the South Elevation will be built up and their relationship to one another as part of the overall facade.

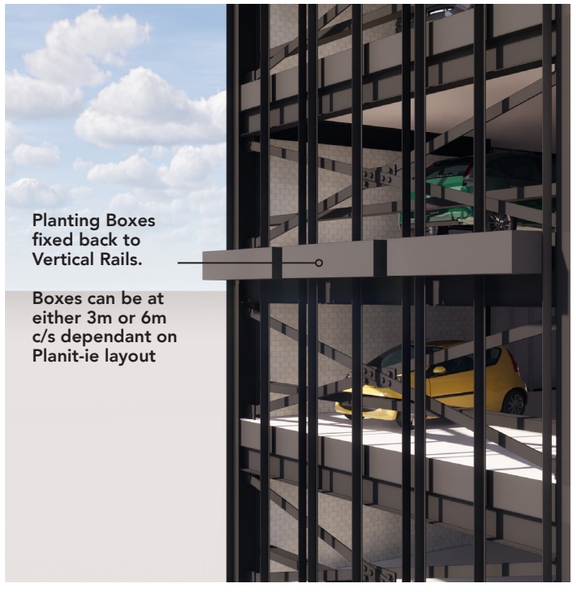
The perimeter steelwork along with any secondary bracing structure as well as the mesh screening will all be painted out dark grey / black to ensure these elements are visually recessed and read separately from the aluminium fins and planting.



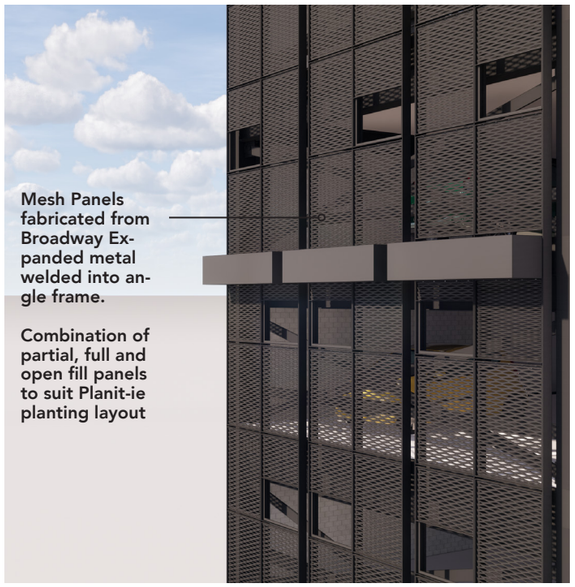
01 | Structure



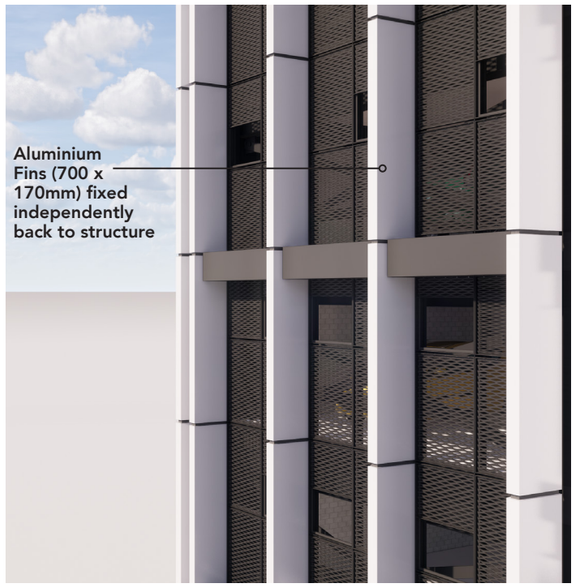
02 | Vertical Carrier Rails



03 | Planting Boxes



04 | Mesh Panels

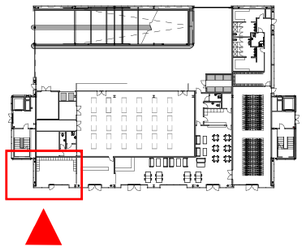


05 | Fins



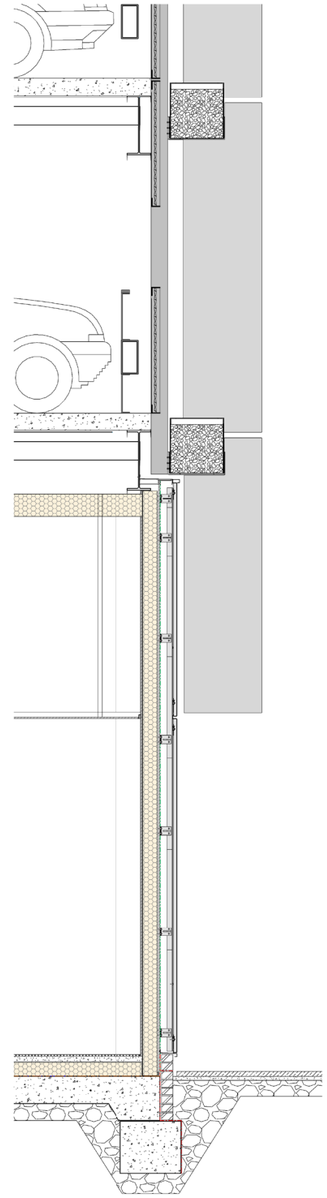
06 | Planting

6.4.2 South Elevation Bay Study





Bay Elevation - South Elevation
1:20 @ A1



Section Detail - South Elevation
1:20 @ A1

MATERIALS KEY

1 Vertical Aluminium fins with Anodized Silver Finish (size and profile varies)

2 Expanded metal mesh panels with PPC Dark Grey Finish (aperture size and orientation to be agreed)

3 Planters with PPC Dark Grey Aluminium Finish. All hidden fixings and structure concealed within planter box.

4 Plant specification to Green Wall (south elevation) by Landscape Architect. All irrigation and growing medium concealed within planter.

5 Modular Planted living wall (east and west elevations). System includes planted modules, fixing rails, irrigation and drainage channels all provided by specialist subcontractor. Plants for pre-planted modules to Landscape Architect's specification.

6 Curtain walling to Ground Floor Commercial Frontages combining all transoms and mullions with Aluminium back-boxes with Aluminium Caps. All openings include concealed openings as top hung, parallel or tilt and turn where required. Aluminium feature cap and all exposed aluminium in silver anodized finish. Triple or Double glazed units with neutral appearance solar control glass. Glazed leaf swing doors, with bonded, stepped edge glazing units. Doors to be metal framed and integrated with curtain walling.

7 Curtain Walling to Lift and Stair core with feature caps to perimeter of glazing and with all transoms to be silicone sealed flush with glazing. To allow concealed openings as top-hung, parallel or tilt and turn where required and feature cap to suit architectural detailed design. all exposed aluminium in dark grey PPC finish. Triple or Double glazed units with neutral appearance solar control glass. Glazed leaf swing doors, with bonded, stepped edge glazing units. Doors to be metal framed and integrated with curtain walling.

8 Solid Aluminium flat panel cladding to ground floor areas and soffits with no visible external fixings and recessed joints. In combination with any additional flashings, cappings, reveals and soffits to match. PPC Dark Grey Finish and Silver Anodized finish as indicated.

9 Ventilated steel industrial flat panel and louvre doorsets as single, double and bi-fold leaf doorsets with overpanels and side panels options. PPC Dark Grey finish to match surrounding design. Plant room / Service Doors to be acoustically rated in line with the acoustic strategy.

10 Roller Shutters or concertina doors to Car Park and Delivery Hub Vehicle Entrances to be from Extruded aluminium lockdown profiles. Finish is polyester powder coated in standard RAL/BS colour to match surrounding cladding. Perforated to allow 50% Free Area.

11 Single ply membrane roof with gravel ballast finish laid to falls suitable for mounting of PV panels. Concealed rainwater goods including integral rainwater outlets.

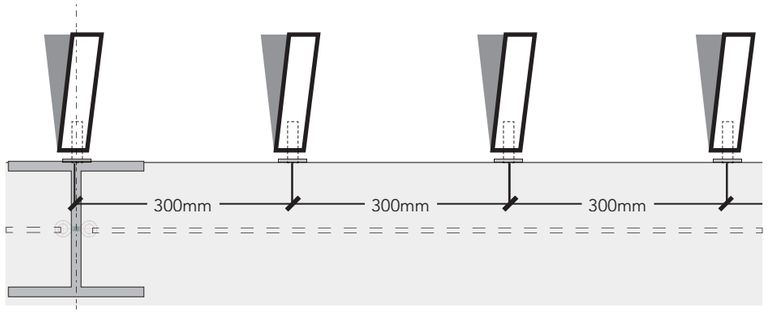
6.5 North Elevation

6.5.1 Facade Build Up

The following sequence of images illustrate how the various elements of the North Elevation will be built up and their relationship to one another as part of the overall facade.

Trapezoidal fins will be used to create pattern and a graphic quality across the length of the North Elevation. The direction of the fins will be varied in combination with occasional fins placed parallel or flat to the elevation to establish this pattern.

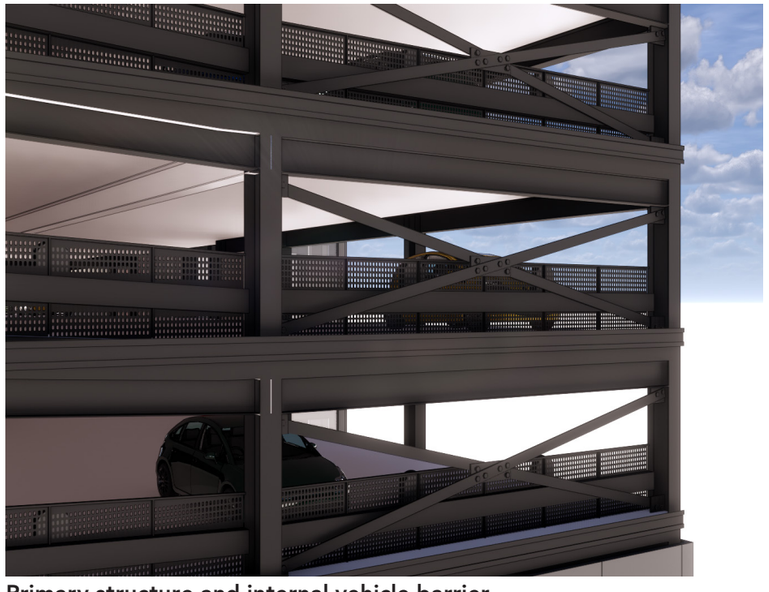
The perimeter steelwork along with any secondary bracing structure as well as the vehicle/protective barrier will all be painted out dark grey / black to ensure these elements are visually recessed and read separately from the aluminium fins.



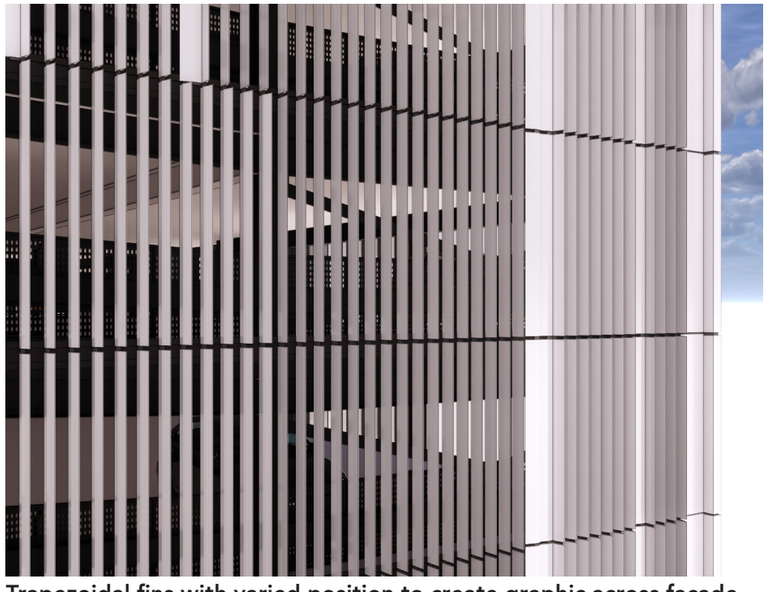
Trapezoidal fins at 300mm c/s



Internal view from car park of vehicle and protective barrier

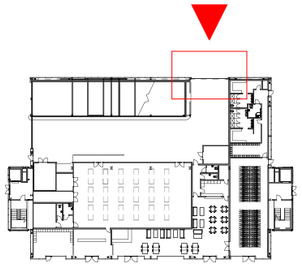


Primary structure and internal vehicle barrier



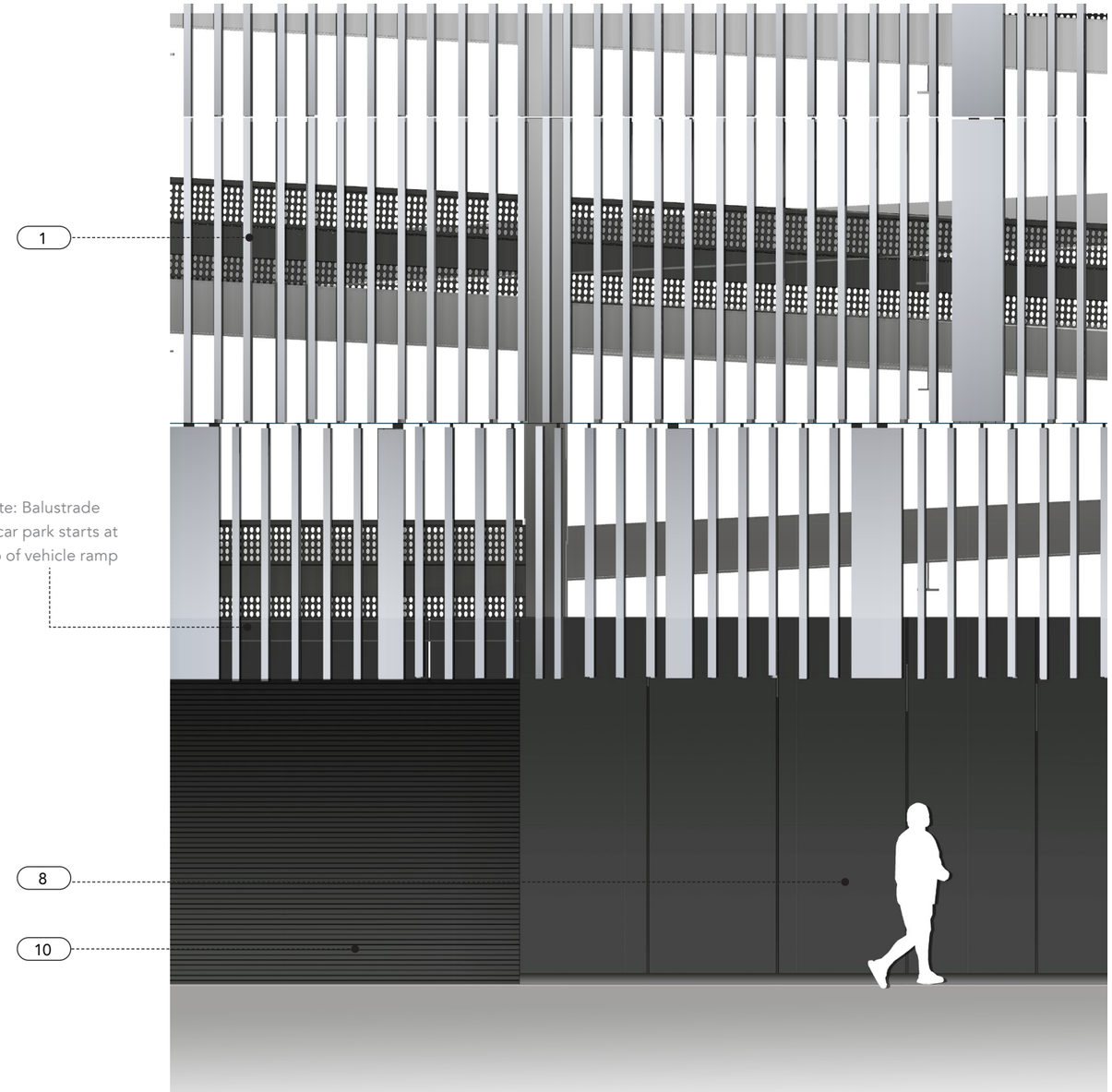
Trapezoidal fins with varied position to create graphic across facade

6.5.2 North Elevation Bay Study

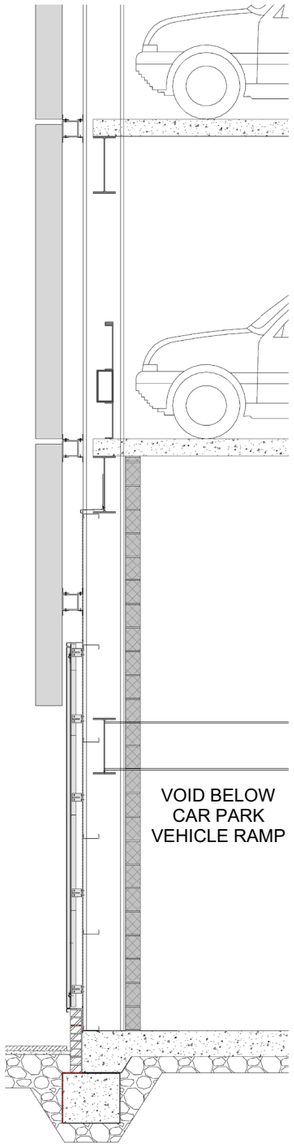


MATERIALS KEY

1. Vertical Aluminium fins with Anodized Silver Finish (size and profile varies)
2. Expanded metal mesh panels with PPC Dark Grey Finish (aperture size and orientation to be agreed)
3. Planters with PPC Dark Grey Aluminium Finish. All hidden fixings and structure concealed within planter box.
4. Plant specification to Green Wall (south elevation) by Landscape Architect. All irrigation and growing medium concealed within planter.
5. Modular Planted living wall (east and west elevations). System includes planted modules, fixing rails, irrigation and drainage channels all provided by specialist subcontractor. Plants for pre-planted modules to Landscape Architect's specification.
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11. Single ply membrane roof with gravel ballast finish laid to falls suitable for mounting of PV panels. Concealed rainwater goods including integral rainwater outlets.



Bay Elevation - North Elevation
1:20 @ A1



Section Detail - North Elevation
1:20 @ A1

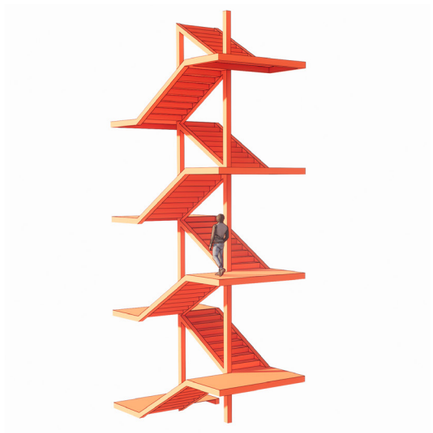
6.6 Stair Cores

6.6.1 Facade Build Up

The following sequence of images illustrate how the various elements of both stair cores will be built up and their relationship to one another as part of the overall facade.

It is intended that the staircore acts as the background to the green walls and are combined with glazing into the stair, lobby and lift core to the Poland St Core and the stair and lobby for the Ancoats Green Core.

The stair core elements sit infront of the east and west elevations which are made up of vertical fins which take a similar approach to that of nthe North Elevation using a combination of orthoganal fins orientated perpendicular and paralell to the facade to create area of solid and partially screened elevations.



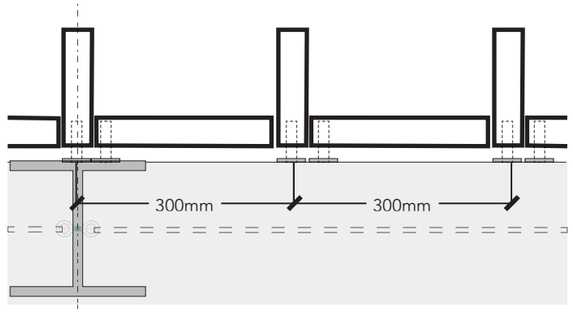
01 | Steel stair structure



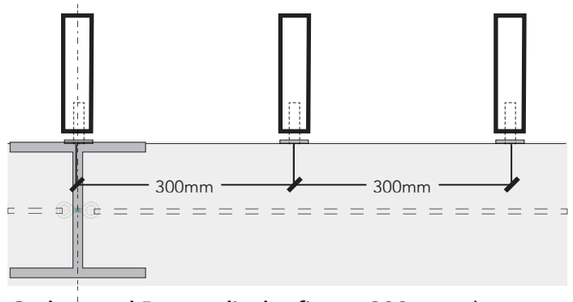
02 | Car park steel primary structure



03 | Curtain walling, internal linings and SFS framing



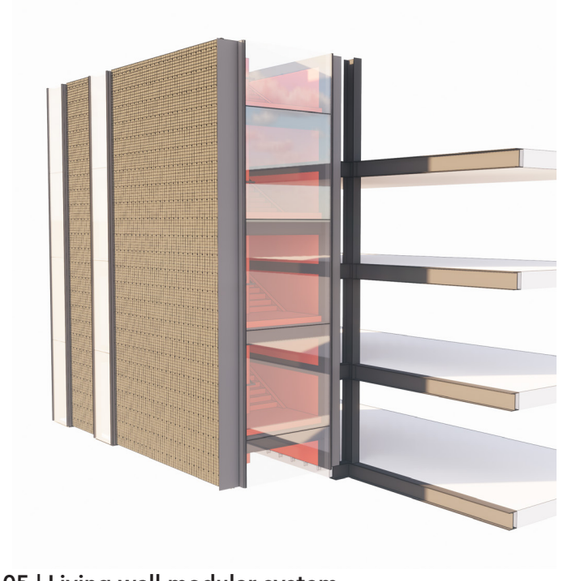
Orthoganol Perpendicular and Paralel fins



Orthoganol Perpendicular fins at 300mm c/s



04 | Sheathing board fixed to SFS

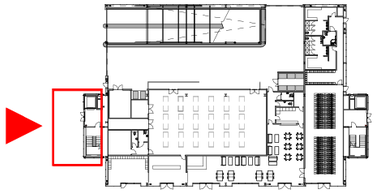


05 | Living wall modular system



03 | Planting

6.6.2 Bay Study

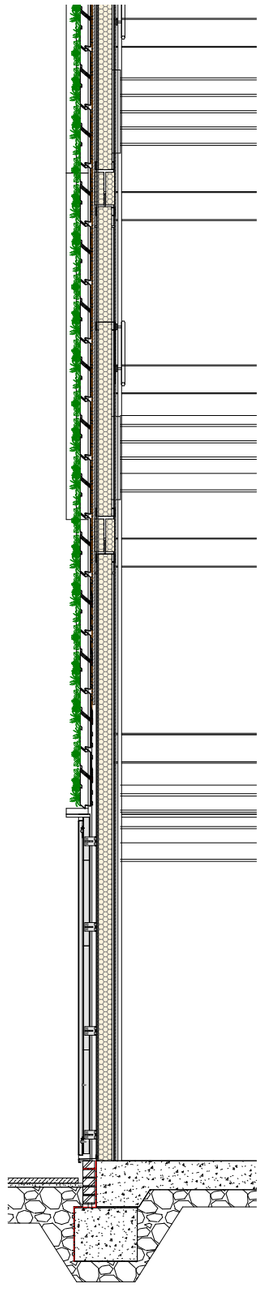


MATERIALS KEY

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Bay Elevation - Stair Core
1:20 @ A1



Section Detail - Stair Core
1:20 @ A1



6.7 Elevations

The current proposals seek to adopt a simple yet effective approach when it comes to the design of the elevations.

The stair cores, located at each end of the building are proposed to be heavily glazed to encourage way-finding and security when accessing the car park. This is contrasted with the dark steel frame linking back to the main structure of the building, with dense planting sitting within this to add colour and texture to these façades.

The remainder of the car park structure is clad in vertical metal fins, which vary in spacing to create variety and interest along these main façades.

535
sqm modular green wall



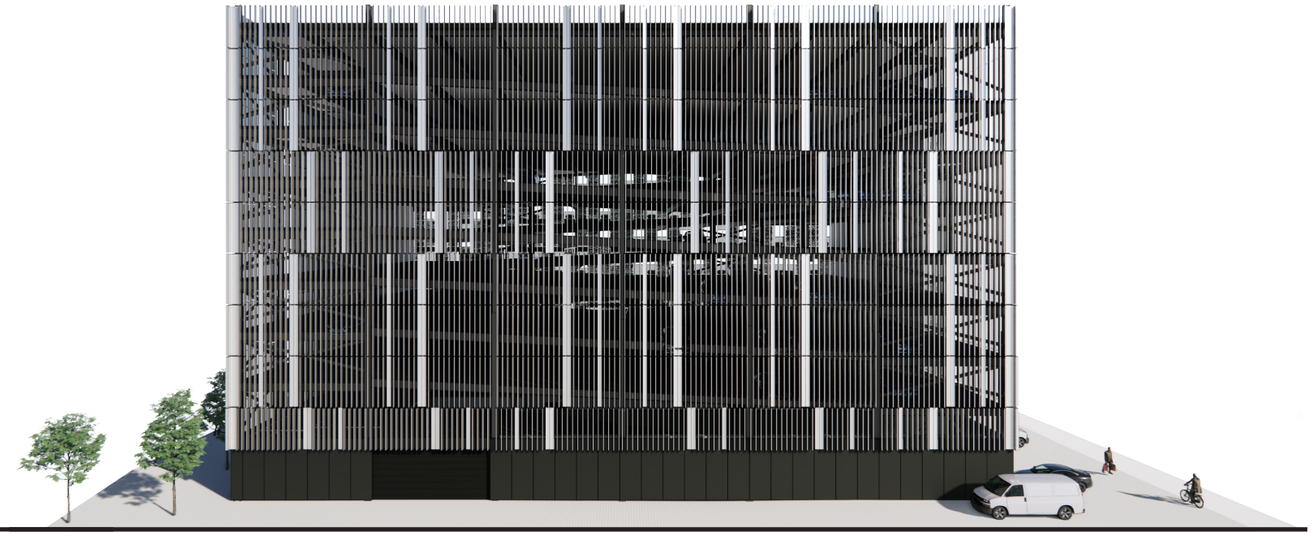
West Elevation



South Elevation

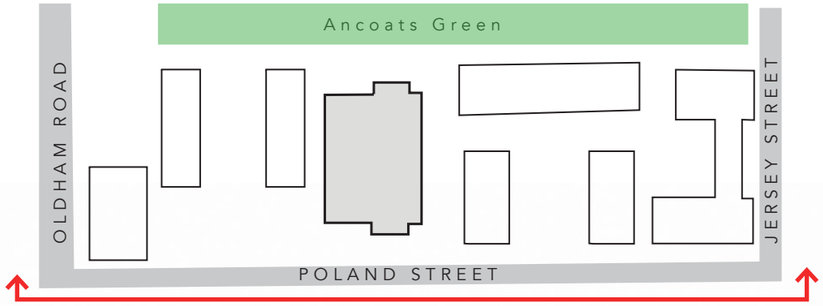


East Elevation



North Elevation

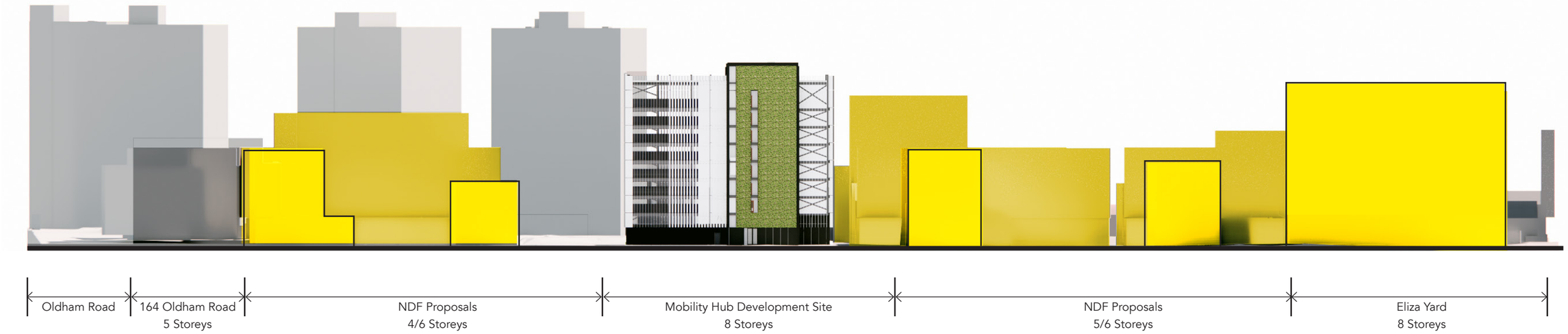
6.8 Elevations in Context



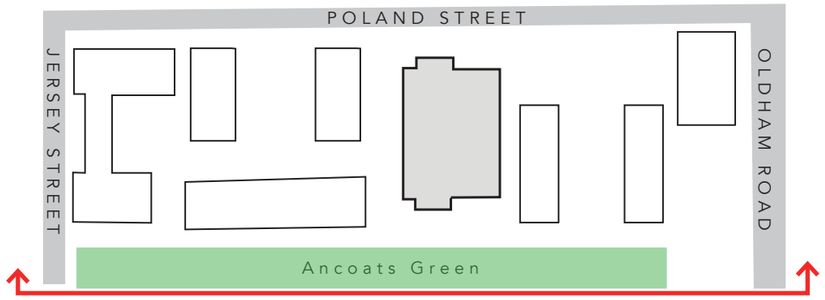
Poland Street - Existing Context

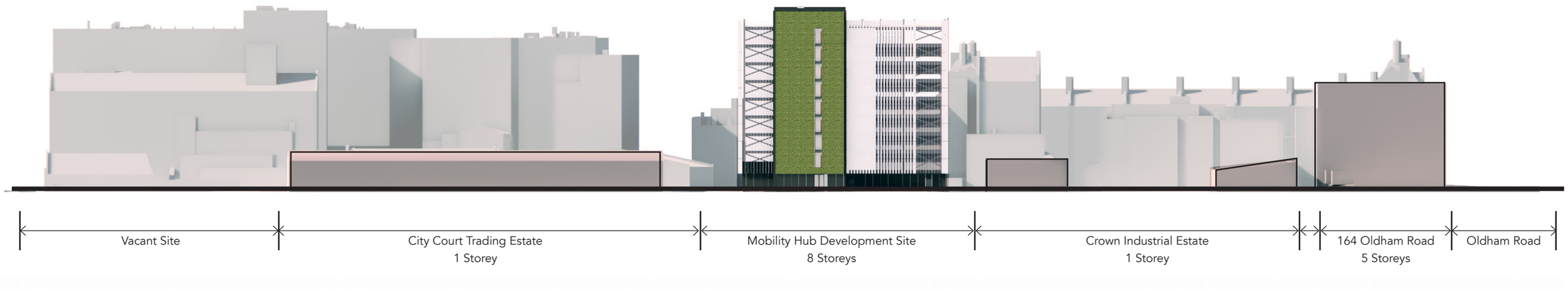


Poland Street - Future NDF Context

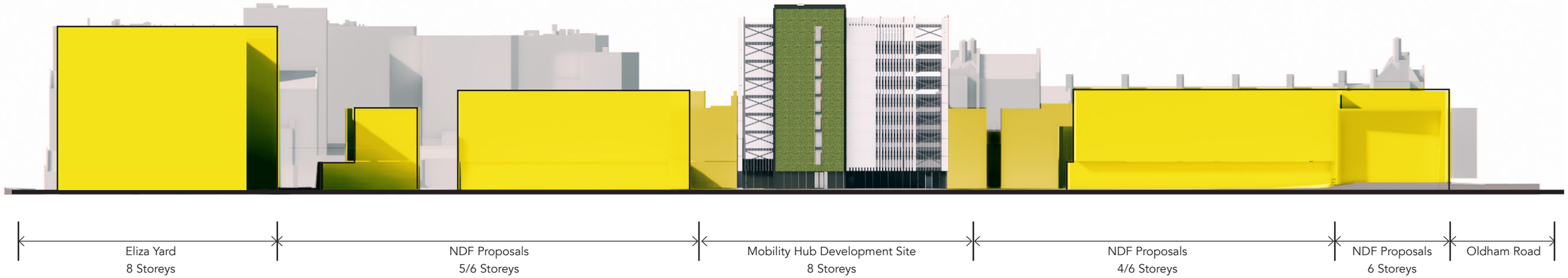


Ancoats Green - Existing Context





Ancoats Green - Future NDF Context





6.9 Elevations

Along the south elevation, the vertical metal fins act as a grid structure defining the order and pattern of the growing wall between.

The fins are located at 2.5m centres to sit 3 per structural bay, with those fins along the grid lines coming down to ground to highlight the entrances into the ground floor spaces.

Within the fins a combination of planting panels are proposed:

- Pre-grown Ivy Panels (hedera screens by ANS or Mobilane)
- Part grown panels
- Pre-grown climber panels

The facade will then also be punctuated planting troughs to promote plant growth along the mesh panels as well as openings in the mesh panels to satisfying the necessary ventilation requirements stipulated by Building Regulations.

908
sqm planted
green facade

6.10 Lighting Design

6.10.1 Internal Lighting

Within the car park areas of the building the lighting will play a crucial role in ensuring the environment feels bright and welcoming, along with helping to ensure the safe movement of vehicles and pedestrians. The lighting installation can also help to reduce crime and the fear of crime for the users of the space.

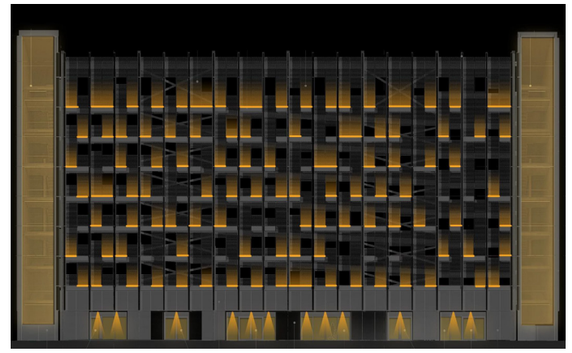
Automatic control of the lighting shall be provided to ensure that the lighting installation is only providing lighting when it is required, therefore reducing the overall energy consumption of the installation. The lighting within the parking areas shall generally be set to remain on at a pre-determine low output, for example 10%, when sufficient daylight is not available. This will ensure that the parking areas are never in complete darkness, whilst minimising light pollution and running costs

6.10.2 Facade Lighting

The south elevation is the primary elevation of the car park. Being a unique feature to the site, the south façade is the connection element between the building and the landscape. In line with the project aspiration to create a sustainable hub for the area, the living green wall is highlighted. The design calls for a simple yet effective lighting solution to enhance the presence of the façade during the night time. It is proposed that linear luminaires with wall wash optics are installed at the outside of each planter.

Lighting controls will play a key role in the execution of the lighting concept as the feature lighting will need to be programmed and triggered by specific events offering to visitors and locals a special daily moment.

It is important that all primary building entrances are highlighted to aid users' navigation, support facial recognition and increase the feeling of security. The lighting strategy shall include exterior down-lights above the portals



South Facade elevation with schematic lighting mark-up



Nighttime view from Poland Street

6.10.3 Stair Cores

The stair-cores on the East and West of the car park are extensively glazed to promote the feeling of openness and security of the users. The two towers will be mainly highlighted by the interior lighting, which shall work in tandem with the external façade lighting.

Additional linear lighting shall be provided adjacent to the interior side of the glazing, to enhance the shape and the edges of the stair-cores and to provide light spill to the sides of the main South façade

6.10.4 Landscape Lighting

The public realm on the south of the plot serves as a transition zone for pedestrians' connection between the city and the park. Lighting shall be provided to the ground floor public realm spaces to provide a safe and welcoming environment for building users, local residents and the general public. As with the façade lighting, the ground level lighting shall be provided in a layered effect and will incorporate lighting to footpaths, trees and benches.

The lighting scheme is composed of elements that create a connection of the landscape with the surrounding environment:

- Lighting bollards along main pathways
- Integrated linear lighting in seating benches
- Highlight of feature trees/ vegetation
- Catenary lighting mounted on lighting columns and on building façade
- Wall mounted luminaires on the north and west façades for illumination of the vehicular access

6.10.5 Vehicular Access Lighting

It is important that the vehicular access in the delivery hub is sufficiently illuminated to aid pedestrian's crossings, drivers' navigation, support facial recognition and increase the feeling of security.

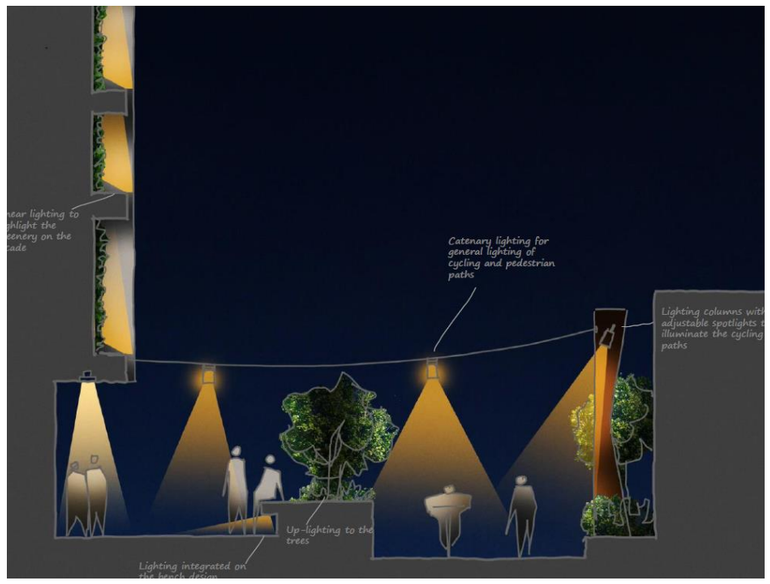
Luminaires mounted below the fins of the north and west façade shall provide illumination to the vehicular access in the delivery hub.

6.10.6 Control protocol

As part of an energy saving strategy, it is proposed to introduce a 'smart' lighting control system, operating with a DALI interface. The DALI protocol permits devices to be individually addressed and simultaneously controlled in groups. Therefore, a wide variety of zones and scenes can be implemented, resulting into a highly responsive control system, that can adapt to changes over time through re-programming.



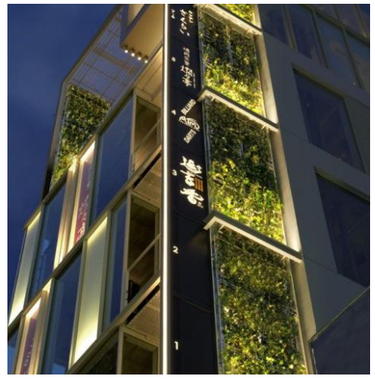
Landscaping area glow plan



Public realm with lighting mark-up



Catenary lighting precedent



PUp-lighting to living green wall precedent

6.11 Building Form and Key Views

The following views have been agreed with Historic England as necessary to provide to test the massing and arrangement of the building from key view points within the conservation area.



Proposed view along George Leigh Street



Proposed view along Poland Street (also indicating proposed Eliza Yard development)



Existing view along George Leigh Street



Existing view along Poland Street

7.0

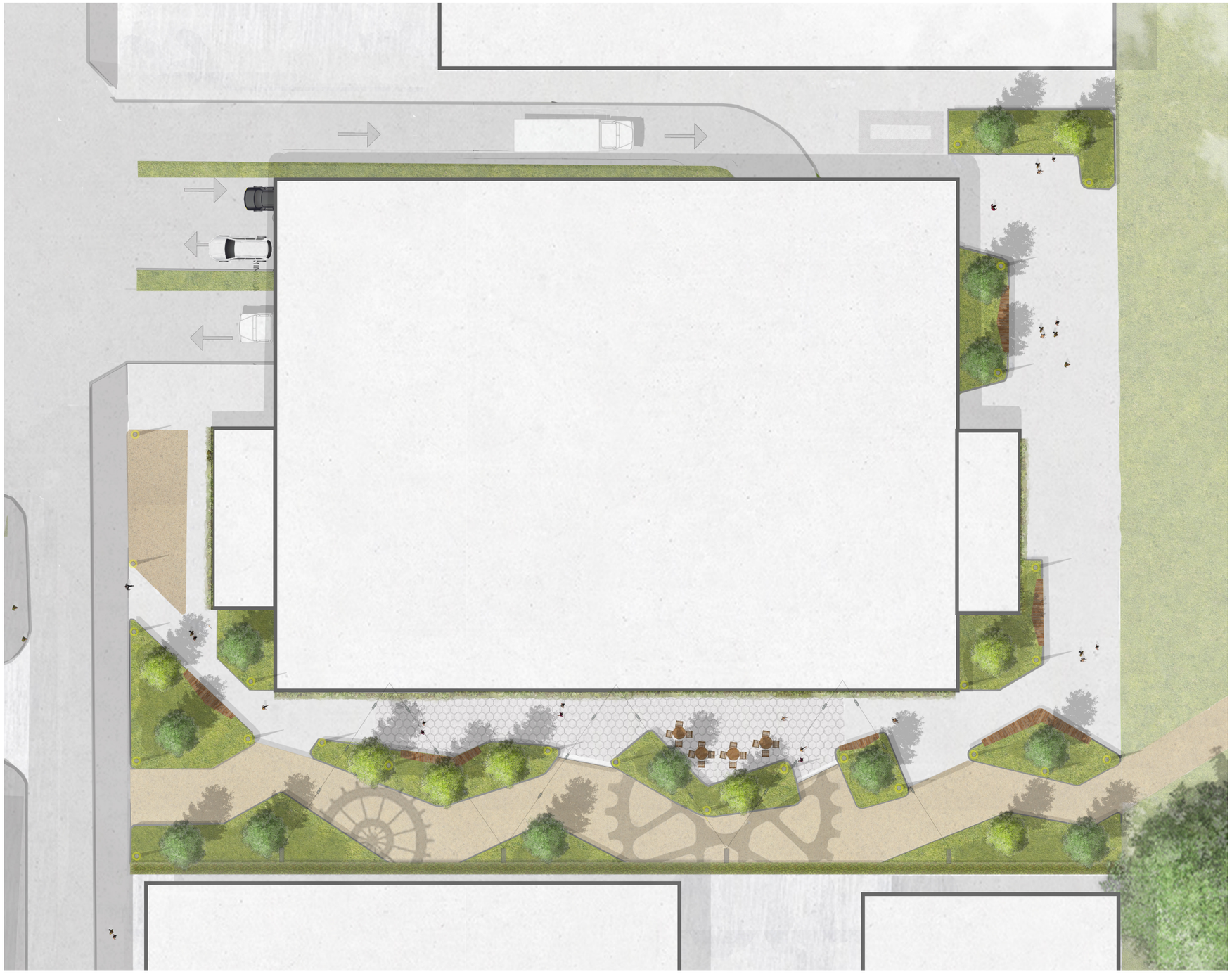
Landscape Design

7.0 Landscape Design

7.1 Introduction

Planit-IE have developed the landscape and public realm proposals for the Mobility Hub.

The following chapter sets out the landscape design proposals for the site and includes detailed on the various planting types, hard and soft material selection, strategies of drainage and approach to biodiversity.

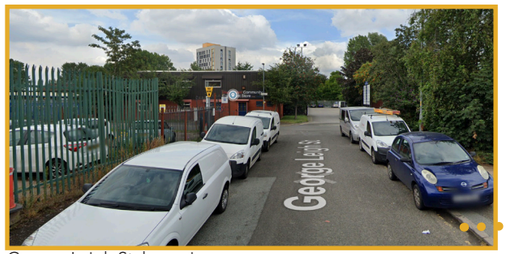


7.2 Site History + Character

The character of Anocats is heavily influenced by the industrial revolution of the late 1700's when several leading cotton mills were erected. The Rochdale canal also offers character as it once supported a steam power plant and ironworks. Although many mills and works have been demolished, there are still fragments of these characteristics on site. Such as, Anita St., once Sanitary St - one of the dirtiest streets in 1880's which is now a desirable Manchester development.



Victoria Square flats



George Leigh St. key axis



Anita St (Saintary St.) c.1900 and Present





Ancoats Green



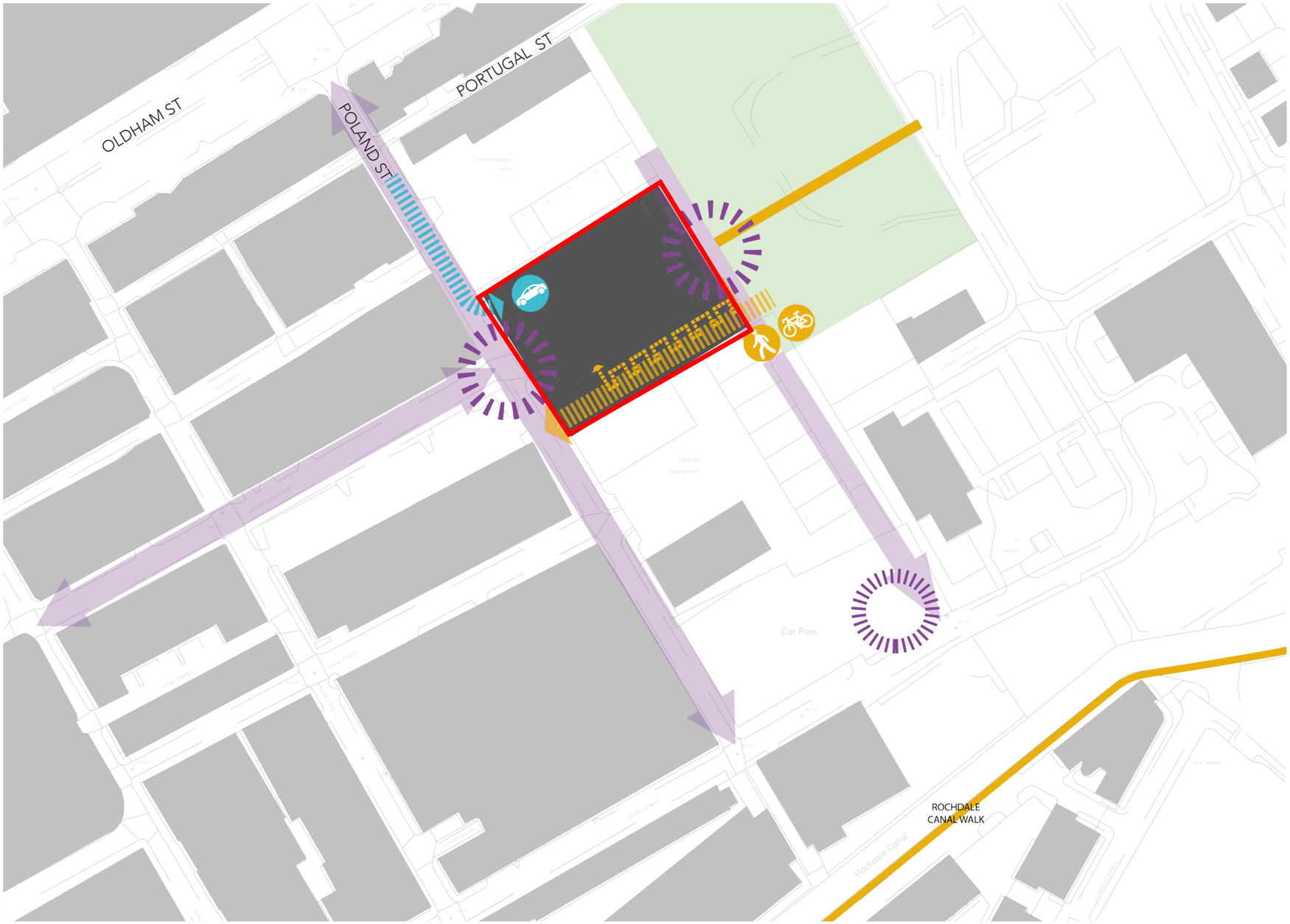
Poland St Library c.1962



Rochdale Canal Tow Path c.1900 and Present

7.3 Proposed Circulation + Connectivity

Ancoats wider public realm has the ability to become a connected network with strong cycle and pedestrian routes that link to key activity nodes. Connection on the proposed Mobility Hub development is very important because this is a key route through to Ancoats park. The design will consider how to safely integrate both cyclists and pedestrians within the sites public realm to make this an accessible space for all and consider connections to future public realm proposals.

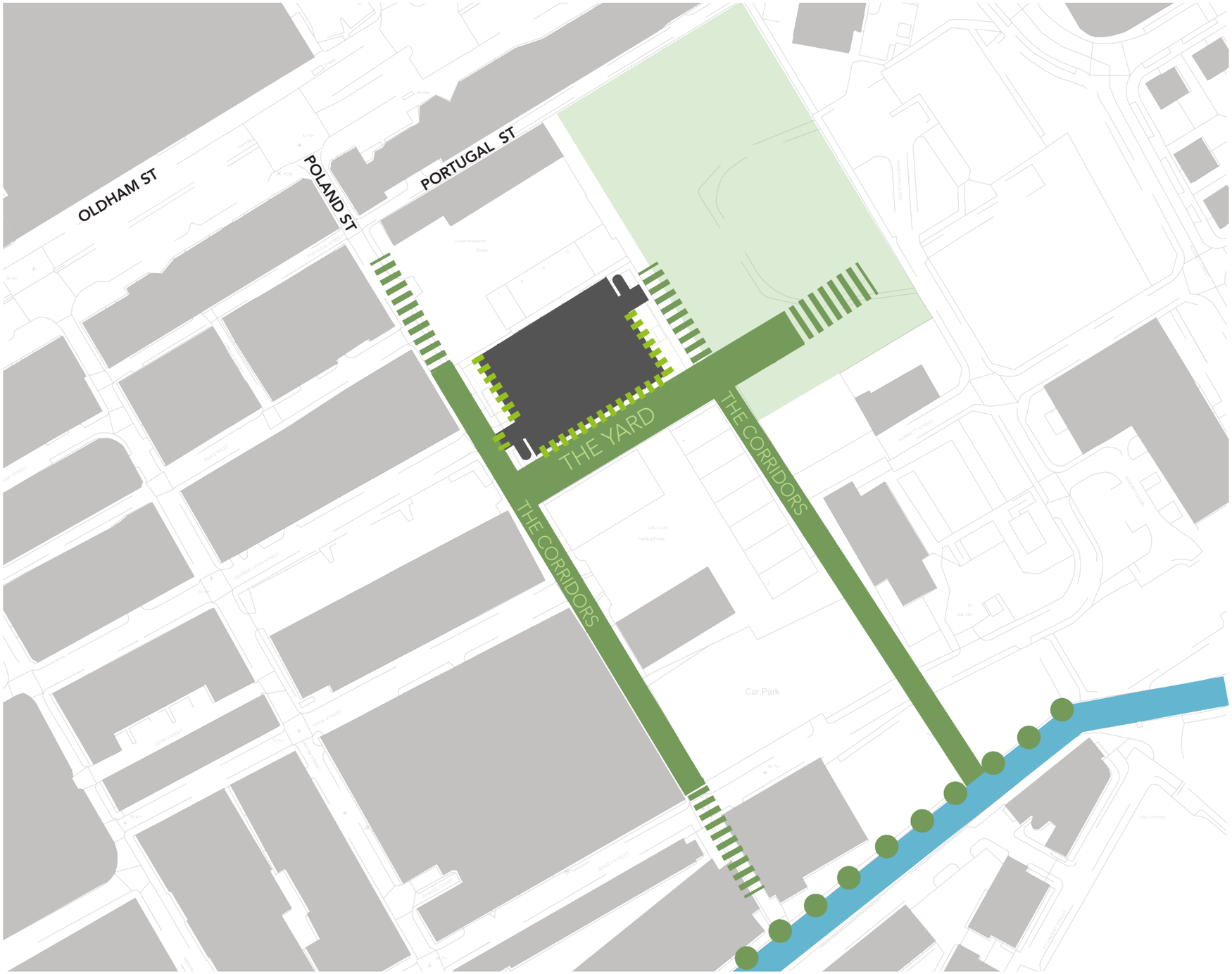


KEY

- Site Boundary
- Key Axis in wider Ancoats public realm
- Key Activity Nodes
- Enhanced Pedestrian and cycle Access on site
- Vehicle Access to Mobility Hub

7.4 Green Links + Park Interface

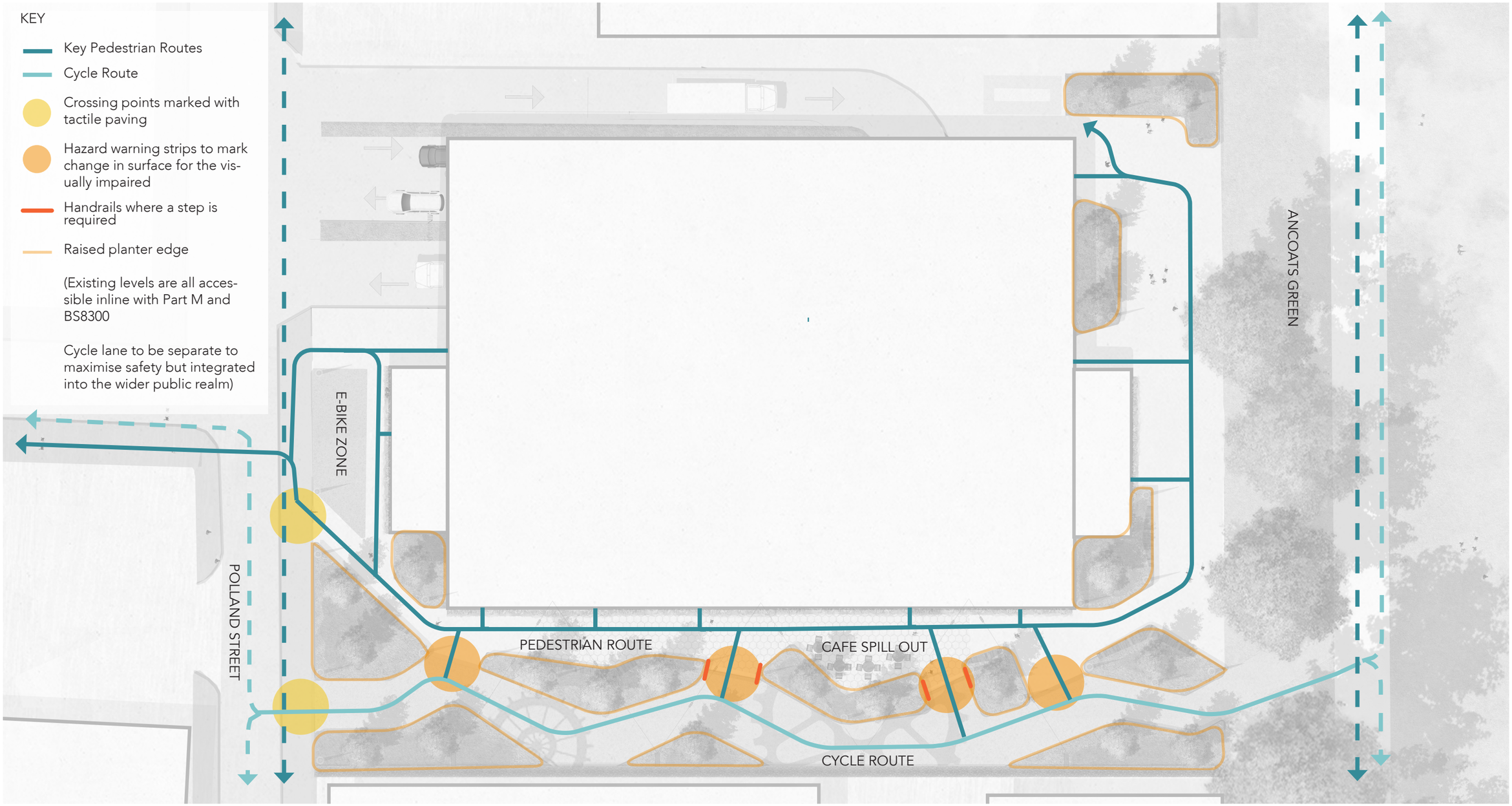
The Mobility Hub will aim to link existing streets together through 'The Yard' public realm. Creating a key route through to Ancoats Green.This helps to develop a strong interface between this space and the Park that the user can move through easily. This is important because it will draw users through the space and become part of a wider connected green network as future development takes place.



KEY

- Key Green Routes
- Green Facade
- Ancoat's Green
- Rochdale Canal Walk

7.5 Circulation and Accessability Strategy



7.6 Tree Retention and Removal



The Mobility Hub proposals require the removal of 13 trees along the South West front (Poland Street Frontage) of the development due to their poor condition and location. The majority of these trees are Category C, being low value, unmanaged species. The only tree worthy of retention was a Category B Rowan. However, because of the location of this tree it was not feasible to retain it when providing sufficient access to the Mobility hub. The group of trees (Willow, Sycamore, Hawthorn, Birch) to the North West will also have to be removed along the boundary line because of their poor quality and in order to work with the architectural layout and access into the Mobility Hub.

We will mitigate the loss of these trees with 20 new high quality trees that will be planted across the site. This includes around six different species specifically chosen for the sites conditions that also help to improve the biodiversity of the area. Furthermore, all trees on site will be managed through an in depth management and maintenance strategy resulting in the highest quality trees. It would not be possible to meet the 3:1 tree requirement for this area purely on spatial grounds without jeopardising the design and overall health of the trees.

No works to the trees on Ancoats Green are proposed as part of this application.

Existing Tree To Be Removed

Existing Tree To Be Retained

Existing Tree outside Boundary line

Root Protection Area

Category B
(moderate Quality)

Category C
(Low Quality)

7.7 Precedents

Proposals for 'The yard' enhance the public realm, becoming a key arrival threshold for Ancoats park. The area provides space for cyclists and pedestrians to coexist together whilst providing separated spaces for sitting and relaxing. This has been achieved through the unique design of the planting beds that incorporate timber seating and that provide some separation from the cycle lane, as well as the materials chosen creating a visual contrast between the two routes. The cycle path aims to link up to existing routes within Ancoats and be part of the wider Manchester Bee network in the future.

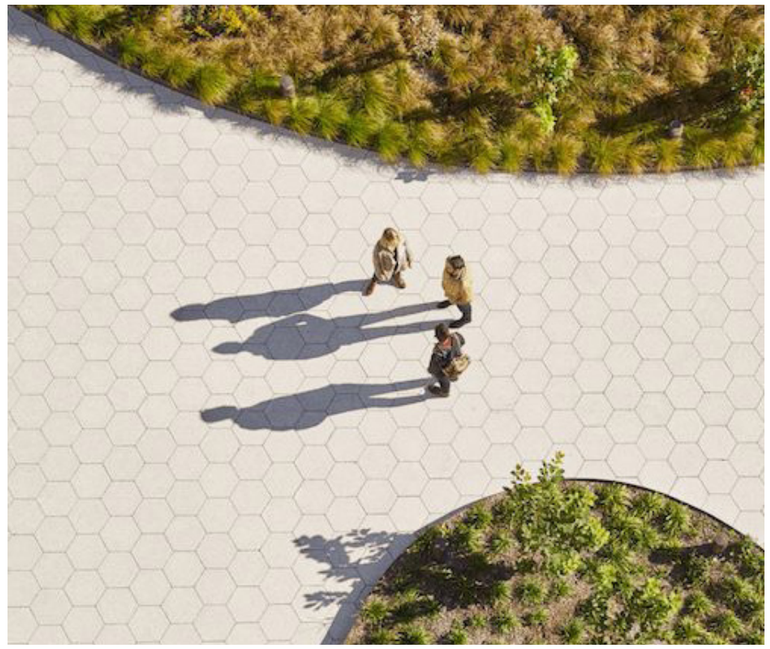
The range of planting has been designed to improve the biodiversity in the public realm and many of the planters will include rain garden planting that will help to manage water on site. The trees then aim to compliment this and add to the biodiverse design of the public realm.

Access to the Mobility hub was a priority when designing the public realm. Therefore, the active ground floor edge on the South Facade has been left fairly open and accessible. A seating area has also been designed to coincide with the location of the proposed cycle cafe and provide users with the opportunity to rest.

Other features such as the area reserved for the TfGM city wide bike hire scheme have also been designed into the public realm of the Mobility Hub. The cycle hub located near the South West stair core will be seen on arrival into the space from George Leigh Street and celebrates the unique character of the Mobility Hub.

Overall, the proposals will provide a more welcoming and flexible public realm that encourages cycling and recreation around the Mobility Hub with a focus on biodiversity and a strong network of green spaces that connects to the wider public realm of Ancoats and beyond.









7.8 General Arrangement



Rain Garden Planting

Ornamental Planting

Hedging
1.2m Griselinia evergreen hedging

Tree Planting

C1 INSITU CONCRETE PAVING WITH EXPOSED AGGREGATE
Material: Cast insitu concrete
Location: Pedestrian footpaths
Product: Articimo Exposed by Aggregate Industries or other equal and approved.
Colour: Ivory coloured bespoke matrix colour and aggregate mix
Colour to be developed with supplier.
Aggregate sizes 6-10mm.

C2 INSITU CONCRETE PAVING WITH EXPOSED AGGREGATE
Material: Cast insitu concrete
Location: Pedestrian footpaths
Product: Articimo Exposed by Aggregate Industries or other equal and approved.
Colour: Buff coloured bespoke matrix colour and aggregate mix
Colour to be developed with supplier.
Aggregate sizes 6-10mm.

S1 FEATURE SLAB PAVING
Product: Dedale paving
Location: Pedestrian active ground floor space
Material: Concrete paving
Colour: Grey range- to be confirmed by client
Finish: Sandblasted and ribbed - to be confirmed by client
Laid: Tesselating bond
Supplier: Urbastyle or other equal and approved

AM1 Asphalt macadam surface
To engineer's specification and details.

TP1 TACTILE PAVING
Product: Corduroy tactile paving
Material: Concrete
Location: All steps to include concrete tactile corduroy to top and bottom of steps.
Dimensions: 400mm(W) x 400mm(L) x 50mm(D)
Colour: Charcoal
Pattern: Stack bond
Laid: Flexibly
Supplier: Marshalls or other equal and approved

STEPS

ST1 CONCRETE STEPS
Product: Solid concrete steps
To include a contrasting 55x55mm strip to front nose of step. Concrete strip recessed and infilled with a darker colour resin inlay.

Lighting Bollard

Sculptural Lighting Column

Catenary Lighting

Inground Tree Uplight

Flexible Linear luminaire

Timber bench

Timber bike chain shaped seating

External Cafe Seating

F1 HANDRAILS TO STAIRS
Galvanised steel
1100mm (H) x 50mm (W)

7.9 Softworks and Tree planting





The 20 new trees that are proposed to be planted as part of the public realm design have been chosen as a response to the climatic conditions of the site and provide a vertical framework of seasonal colour to animate 'The Yard' throughout the year. The huge benefit of these include; improved biodiversity, removing pollutants and mitigating the urban heat island effect.

As well as trees onsite other planting types such as ornamental planting and rain garden planting also contribute to these benefits. The rain gardens will be both wet and dry depending on the recent rainfall. Therefore the species within this mix need to be tolerant to both of these conditions to be able to thrive.

Further development of the planting mixes will continue into stage 4 and consider climatic constraints of the site such as direct sunlight and potential shade from new developments.

7.10 Site wide Tree planting mix



Liquidambar styraciflua



Pinus nigra



Alnus incana (multistem)



Acer davidii



Betula papyrifera (Feathered)



Betula nigra (multistem)

Rain Garden Mix



Cornus sericea 'kelseyi'



Crocosmia 'lucifer'



Persicaria amplexicaulis ' firetail'



Miscanthus sinensis 'zebrinus'



Tiarella cordifolia



Carex morrowii



Filipendula ulmaria



Persicaria bistorta 'superba'



Luzula nivea



Leucanthemum vulgare



Iris pseudacorus



Rudbeckia fulgida



Calamagrostis × acutiflora 'Karl Foerster'



Euphorbia palustris

7.11 Hardworks



KEY

C1 INSITU CONCRETE PAVING WITH EXPOSED AGGREGATE
Material: Cast insitu concrete
Location: Pedestrian footpaths
Product: Articimo Exposed by Aggregate Industries or other equal and approved.
Colour: Ivory coloured bespoke matrix colour and aggregate mix
Colour to be developed with supplier.
Aggregate sizes 6-10mm.

C2 INSITU CONCRETE PAVING WITH EXPOSED AGGREGATE
Material: Cast insitu concrete
Location: Pedestrian footpaths
Product: Articimo Exposed by Aggregate Industries or other equal and approved.
Colour: Buff coloured bespoke matrix colour and aggregate mix
Colour to be developed with supplier.
Aggregate sizes 6-10mm.

S1 FEATURE SLAB PAVING
Product: Dedale paving
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Material: Concrete paving
Colour: Grey range- to be confirmed by client
Finish: Sandblasted and ribbed - to be confirmed by client
Laid: Tesselating bond
Supplier: Urbastyle or other equal and approved

AM1 Asphalt macadam surface
To engineer's specification and details.

TP1 TACTILE PAVING
Product: Corduroy tactile paving
Material: Concrete
Location: All steps to include concrete tactile corduroy to top and bottom of steps.
Dimensions: 400mm(W) x 400mm(L) x 50mm(D)
Colour: Charcoal
Pattern: Stack bond
Laid: Flexibly
Supplier: Marshalls or other equal and approved

STEPS

ST1 CONCRETE STEPS
Product: Solid concrete steps
To include a contrasting 55x55mm strip to front nose of step. Concrete strip recessed and infilled with a darker colour resin inlay.

7.12 Materiality Palette

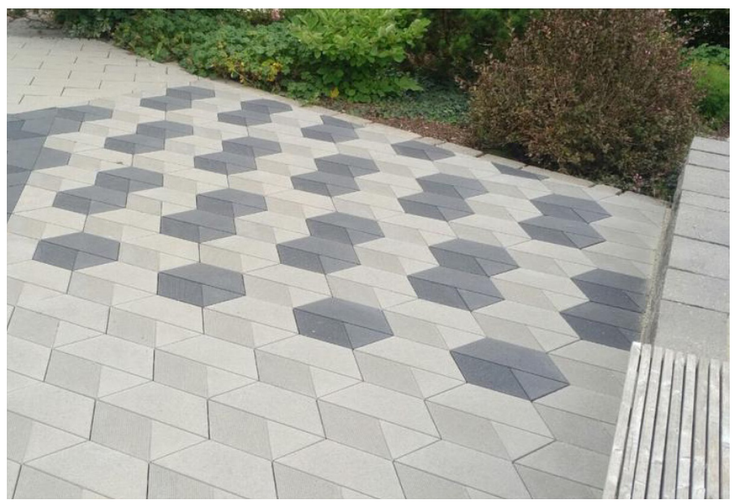
Insitu concrete with Exposed Aggregate
Material: Cast insitu concrete
Product: Articomo Exposed by Aggregate Industries
Colour: Ivory (To pedestrian path) Buff (To Cycle Path)
Supplier: : Aggregate Industries





Feature Slab paving
Material: Concrete paving
Product: DeDale paving
Colour: Grey Range
Supplier: URBASTYLE





The proposed palette of materials has a consistent and high quality character chosen as a durable, low maintenance option with a long design life. The DeDale Paving used in the pedestrian space aims to represent Manchester's bee symbol with a relation to honeycomb and the pedestrians being the worker bee's of the city.

George Leigh Street is a key cycle link and the proposals will retain this access for cyclists across a large shared space. Through careful design, cyclists will be encouraged to slow down upon entering 'The Yard' and making their way through to Ancoats Green.

7.13 Lighting

KEY

- Lighting Bollard
- Sculptural Lighting Column
- Catenary Lighting
- Inground Tree Uplight
- Flexible Linear luminaire

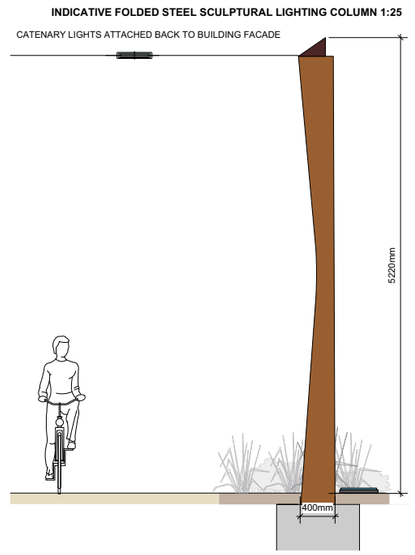












7.14 Green Facade Developed Response

The South elevation of the Mobility hub aims to be a dynamic green facade with a matrix of planting typologies [Refer to following page] including pre-grown ivy panels, climber plant screens of varying maturity and planting troughs with a mix of herbaceous and evergreen plants. (Some of the climber panels will reach double height over time and therefore do not require an interim planter. They should be planted at 3 climbers per trough ranging from 1.8-3m in height with a minimum of 3 breaks. Planters have also been removed where there is a ventilation gap as no planter is required.) By developing a matrix of planting panels it allows there to be instant impact on the facade while the other vegetation establishes over time. These panels are arranged in a way that begins to develop a mosaic design that changes throughout the year. (Detailed planting schedule to be developed.)

The facade will have an automatic irrigation system including moisture detection and should have a minimum of 2 annual maintenance visits. This will include general pruning and cutting back as well as replacing any plant losses.

On each building level the location and amount of ventilation to the car park has been considered which adds to the mosaic pattern of the facade. The expanded metal mesh was then chosen to compliment and work with both the building materials and the proposed planting. The openness of the mesh was a priority in order for the planting to successfully establish (Refer to Architects drawings). During the establishment of the planting and due to the required location of the ventilation gaps , some of the mesh will be exposed. Therefore it is also important that the mesh looks visually appealing without planting.

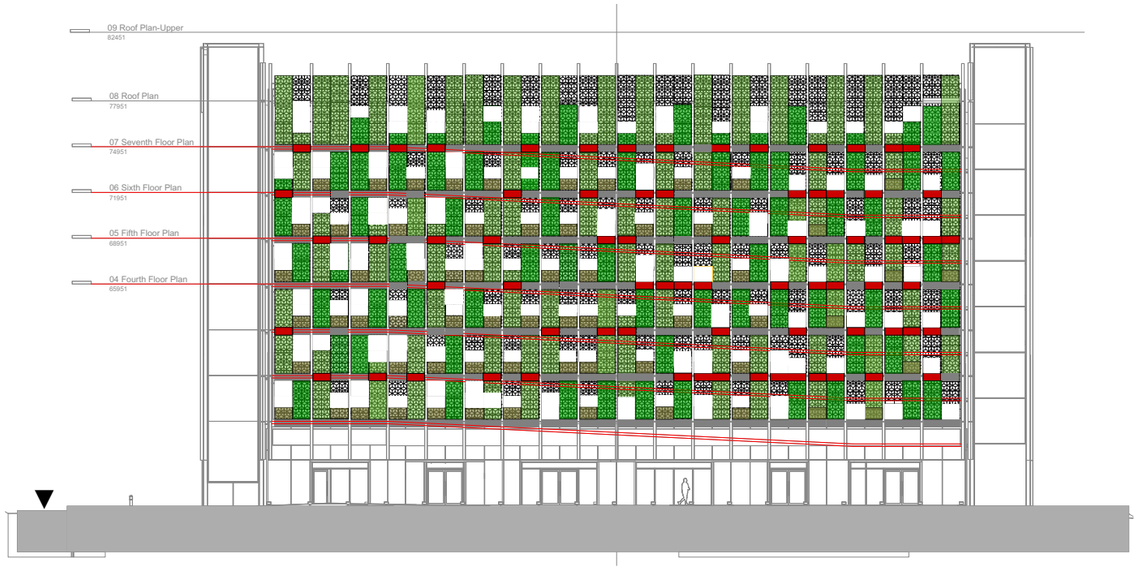


Diagram to show where the planters have been removed and ventilation gaps against slab levels

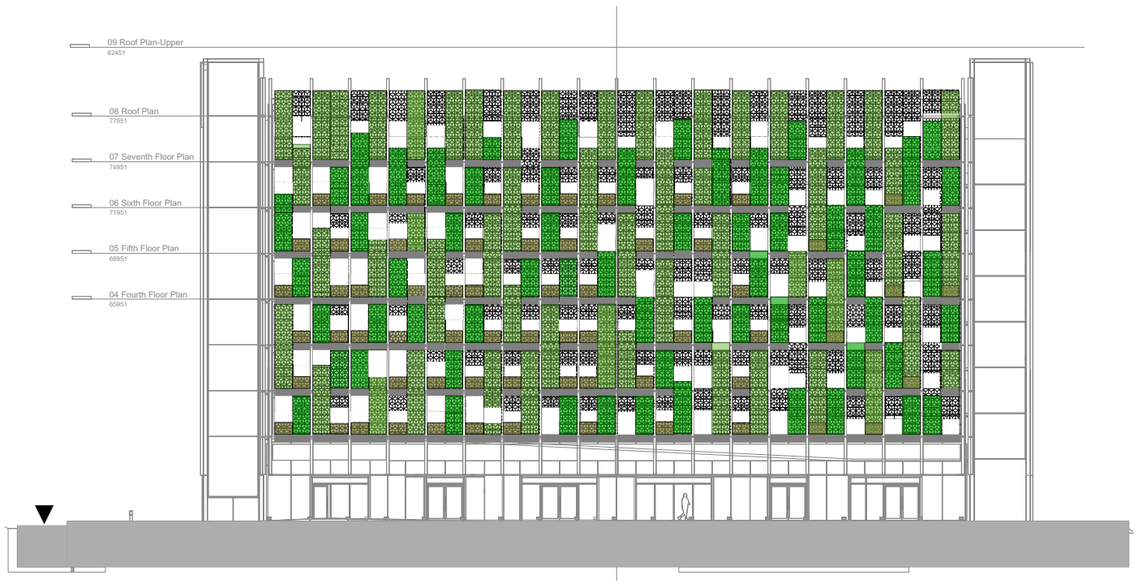


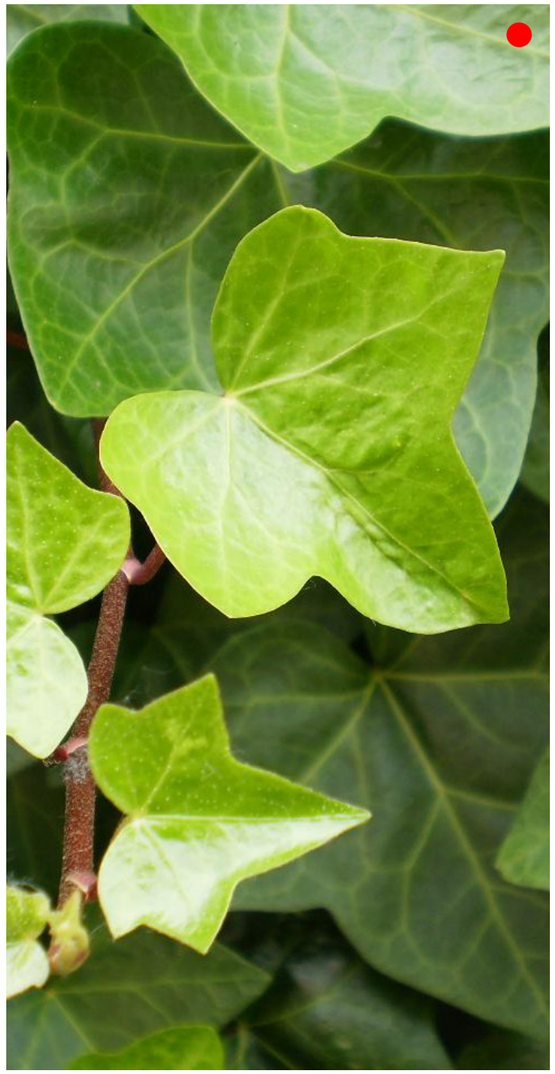
Diagram with removed planters and different planting panels

KEY

- Planters to be removed
- Climber Panels (some to be double height)
- Ivy Panels
- Herbaceous planting
- Ventilation Gaps
- Mesh without planting

Indicative Diagrams. To be developed

7.15 Green Facade Planting Palette: Pregrown Ivy Panels



Hedera helix

● = Evergreen / Semi-evergreen

Climber Plant Screens



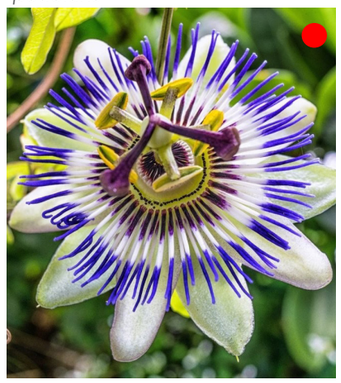
Lonicera japonica 'Halliana'



Hydrangea anomala subsp. 'petiolaris'



Jasminum officinale



Passiflora caerulea

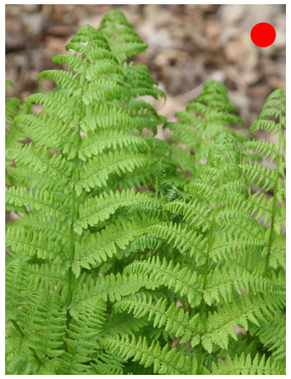


Clematis armandii



Parthenocissus quinquefolia

Planting troughs with herbaceous and evergreen plants



Dryopteris affinis 'Cristata'



Blechnum spicant



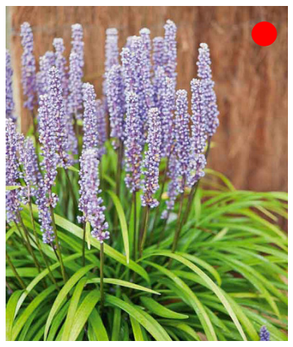
Nandina domestica



Luzula nivea

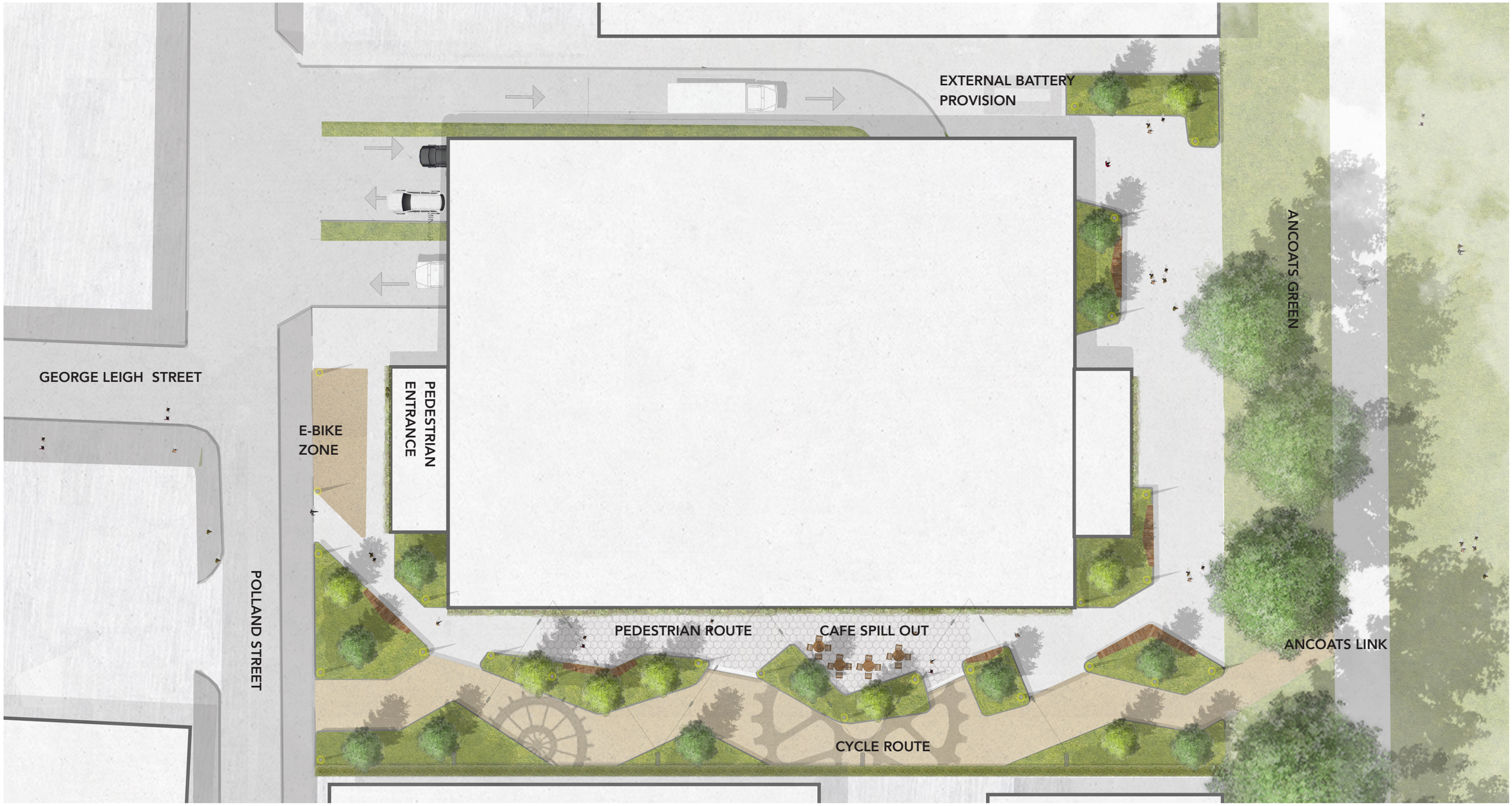


Salvia nemorosa



Liriope muscari

7.16 Developed Design



7.17 View of 'The Yard'



8.0

Movement and Access

8.0 Movement and Access

8.1 Designing for Inclusion and Accessibility

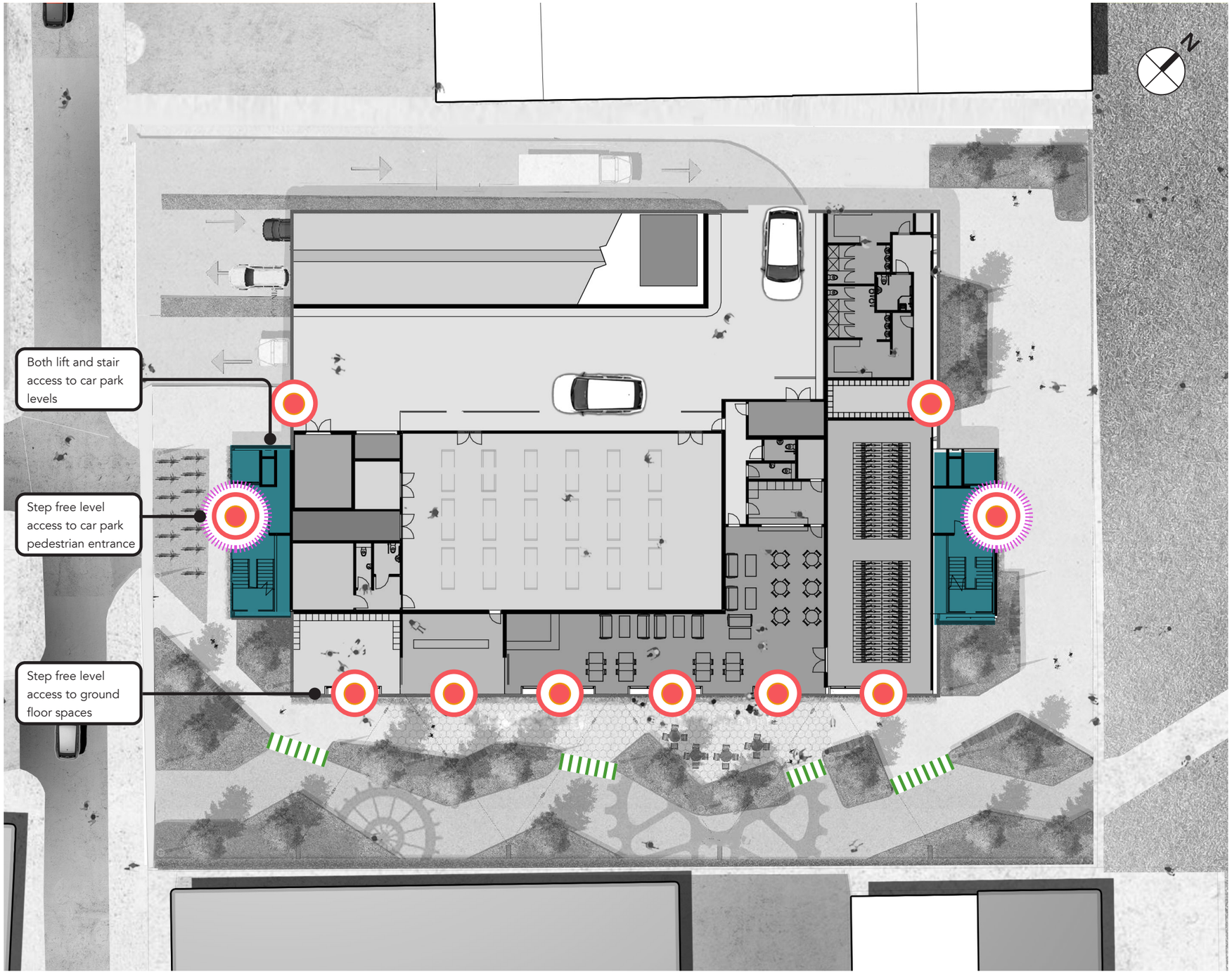
The following diagram explains the approach taken in providing step free access to the building entrances. The building will be design to be Part M compliant. Within the building itself a number of key features are included to ensure access for all:

- Lift access to all parking levels of the building provided in both cores
- Part M compliant Disabled WC at ground level as part of the cycle hub changing facilities
- Disabled Refuge spaces included within stair cores
- Disabled Parking bays positioned closest to primary stair/lift core and positioned on flat surfaces
- 6% of all parking spaces provided as Disabled Parking bays. There are 24 disable car parking spaces distributed across the floor levels. 4 spaces per floor are located on Levels 1 to 6 and are positioned closest to the lift and stair core.

The proposed public realm, designed by Planit-ie, will provide level access and movement across the site.

In addition and in relation to MCC's DFA2 guidance:

- The disabled parking bays are designed in line with the requirements of DFA 2 and will be clearly signed
- Car park entry and pay equipment should be capable of use without the driver leaving their vehicle
- Headroom to the disabled parking bays is in excess of 2.6m



Key

Step free level access

Main Entrance

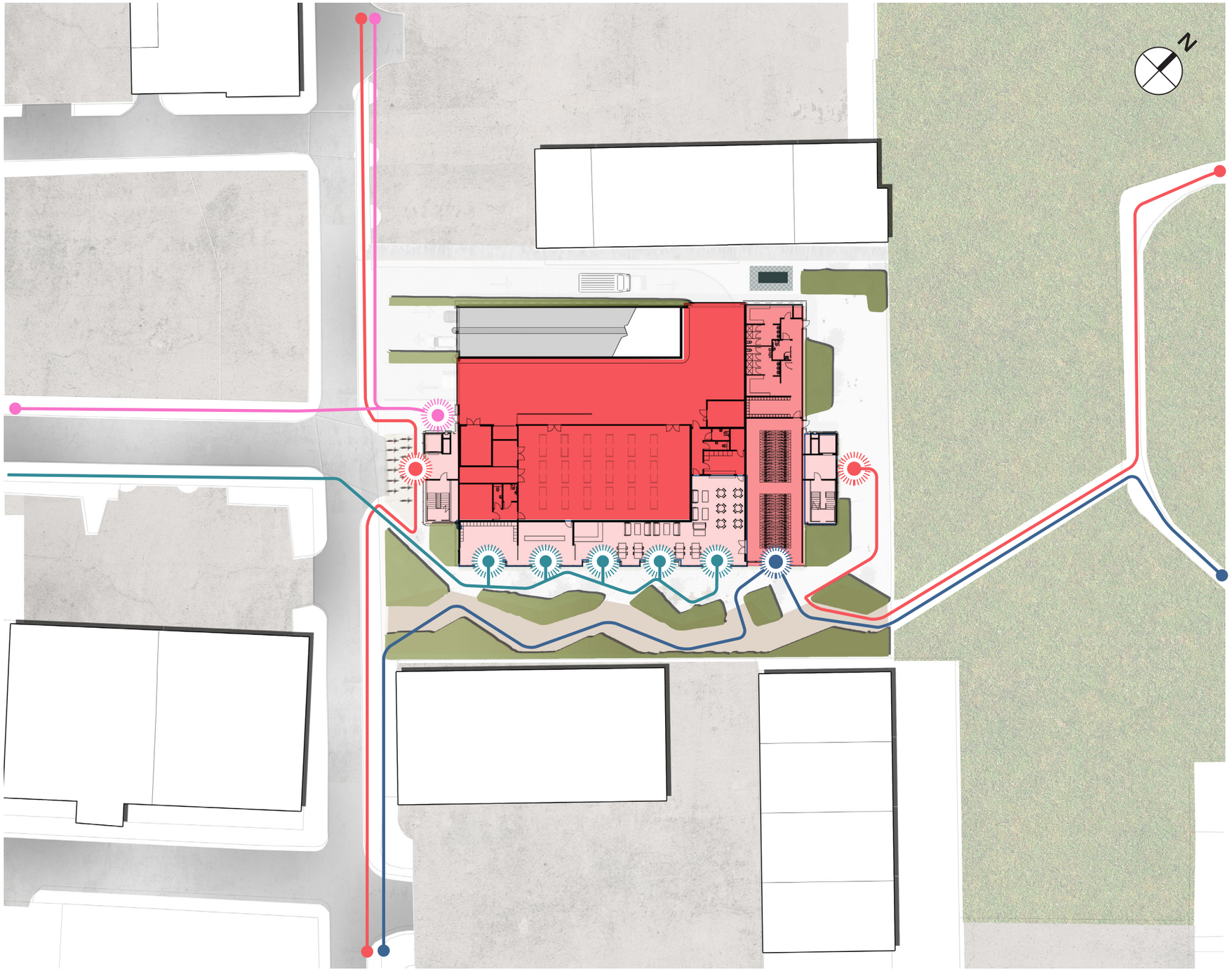
Ramped surface/ change in level

8.2 Pedestrian and Cycle Access

Public access to the building is proposed at the main stair/lift cores at either end of the building in addition to entrances along the pedestrian/ cycle route. This is for both cycle and pedestrian access, with separate routes along the new street scape proposed within the public realm plans (Planit-IE).

Members only access for pedestrians and cyclists is proposed into the cycle hub (cycle storage and changing facilities), with access gained through use of a secure key card or key pad.

Access to the delivery hub will be for authorised personnel only i.e. those working with the delivery hub itself or for access/maintenance into plant/MEP spaces.



Key

- Authorised Personnel Only
- Member Only Access
- Public Access
- Delivery Hub Pedestrian Access (Authorised Personnel Only)
- Car Park Pedestrian Access (Public)
- Commercial / delivery pick up Pedestrian Access (Public)
- Cycle Hub Pedestrian/ Cyclist Access (Member Only)

8.3 Vehicular Movement`

Vehicle movements are proposed to be contained within the north west zone of the site, away from pedestrians and cyclists.

Vehicles entering and exiting the upper car park levels will utilise the proposed access ramp, which will be controlled by a roller shutter and entry and exit barriers before travelling on to the ramp.

Vehicles requiring access to the delivery hub will utilise the entrance along the north elevation, travelling between the site boundary and the building before turning into the hub. The vehicles will continue along this route in a forward direction to exit the delivery hub onto Poland street.



Key

- Car Park Access / Route
- Delivery Hub Vehicle Access/ Route
- No Entry for Unauthorised Vehicles
- Exit Only
- Entry/ Exit barrier

8.4 Refuse Strategy

The main refuse store for commercial bins, accessed by the café operator and building management, will act as a holding area for empty/full bins. When bins become full within the main refuse stores management will replace them with an empty one from the holding area adjacent to the Delivery Hub exit.

All refuse stores are to be mechanically ventilated.

On collection days management will move the full bins to the kerb side on Poland street.

The route will be step free and will have a minimum width of 1.54m, ensuring adequate space for a bin to pass.

Waste collection for the Mobility Hub will be supervised by the on-site building management team and involves bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean.

The waste from the commercial unit will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way. The refuse containers will be wheeled a short distance from the refuse store to the collection vehicle.

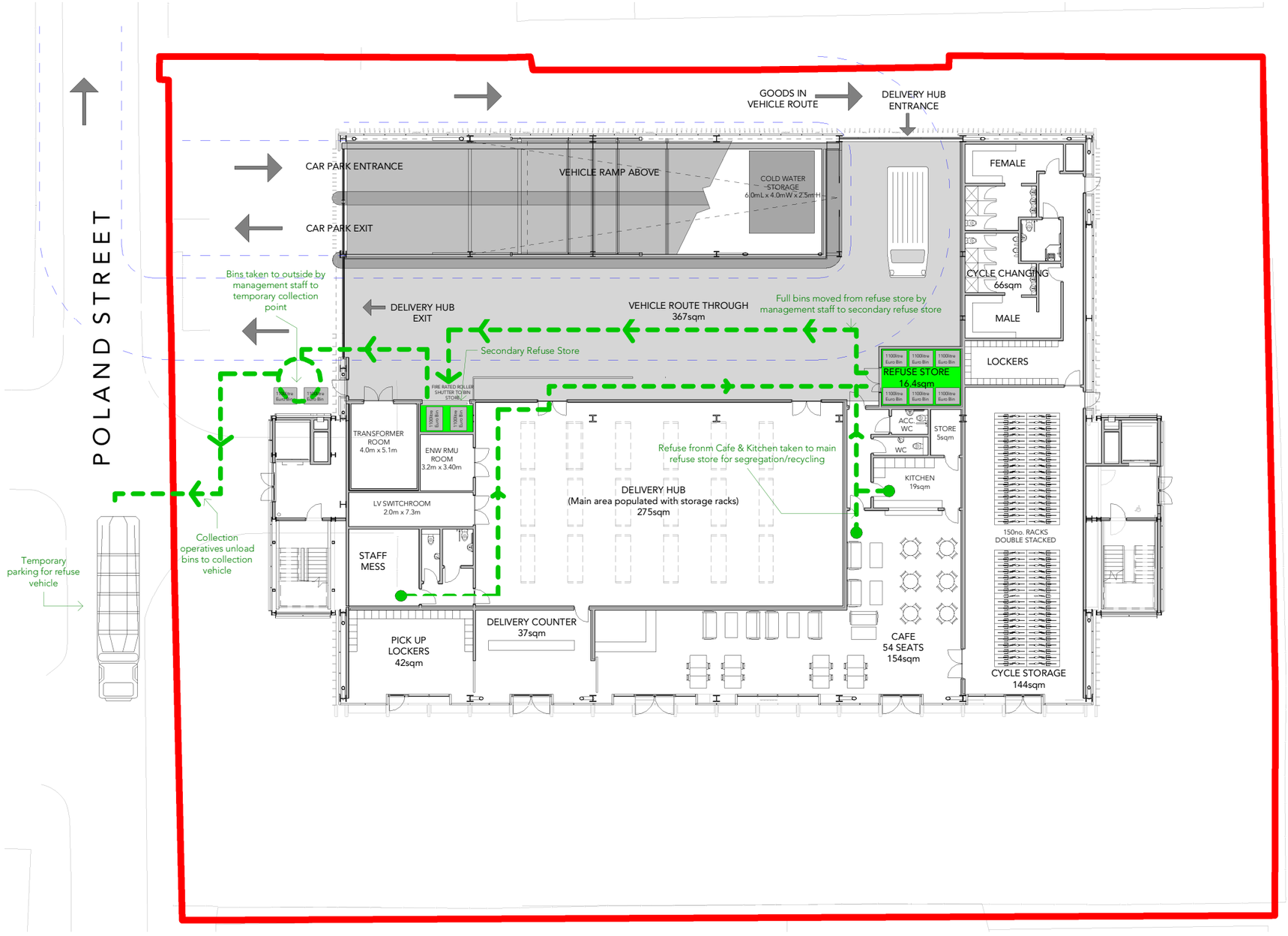
The waste forecast for the commercial space (Use Class E) café + staff mess, we have used general rates derived from B25906:2005. The waste forecasts are therefore as follows:

Total waste volume = 8,400 litres per week *

The waste forecast and recycling proportions for the Commercial space are set out in the tables (right).

It should be noted that the General Refuse Waste Stream can be further subject to recycling post collection depending on the collector's waste recovery strategy.

*Note: Although MCC Environmental Health have been consulted (within the waste management strategy prepared by Buttress) and a volume calculation of 1500 litres per 20 dining spaces, the waste forecast is based on a 'worst case' scenario with an occupancy ratio of 1.5m² per person.



KEY

Commercial refuse route

Commercial refuse collection point

8.5 Roof Access and Maintenance

The roof level construction comprises of a reinforced insitu concrete slab laid over profiled metal decking.

The roof includes PV panels, the generator, RWP outlets, lift over runs, AOVs to the stairs and extracts to the smoke shafts.

The roof can be accessed via doors located at the top landing of each stair core

Uninterrupted, 1.0m wide demarcated walkways across the concrete roof slab are located around the perimeter of the roof area and also through the PV arrays which provide a safe route for maintenance operatives whilst the roof parapet / façade extends 1.1m high above the roof surface forming a protective barrier.

8.5.1 Facade Maintenance

The building façade is defined by several basic elements:

1. Ground floor elements

a. South Elevation – mix of glazed doors & panels and solid metal panels
b. North, East & West Elevations – mix of solid metal panels, metal doors and roller shutters
c. Stair Cores – mix of glazed doors & panels and solid metal panels

Access & Maintenance - All Ground level façade areas will be accessed & maintained directly from ground level (with step ladders for higher elements where required).

2. Upper level elements

a. South Elevation –The 'Living Wall' within planters at various predetermined locations across the elevation. The Living Wall will grow and mature through supporting feature mesh panels. The other elements to the South elevation included metal 'fins' running vertically across the elevation with fall protection mesh infill to a height of 1.1m from floor level. The remaining element of the façade is 'open' to fresh air (no infill) providing the necessary ventilation to the car park.

b. North, East & West Elevations - metal 'fins' running vertically across the elevation with fall protection mesh infill to a height of 1.1m from each floor level. The remaining element of the façade is 'open' to fresh air (no infill) providing the necessary ventilation to the car park.

c. Stair Cores – a mix of 'Green Wall' planting modules, metal panels and glazing throughout the height of the cores.

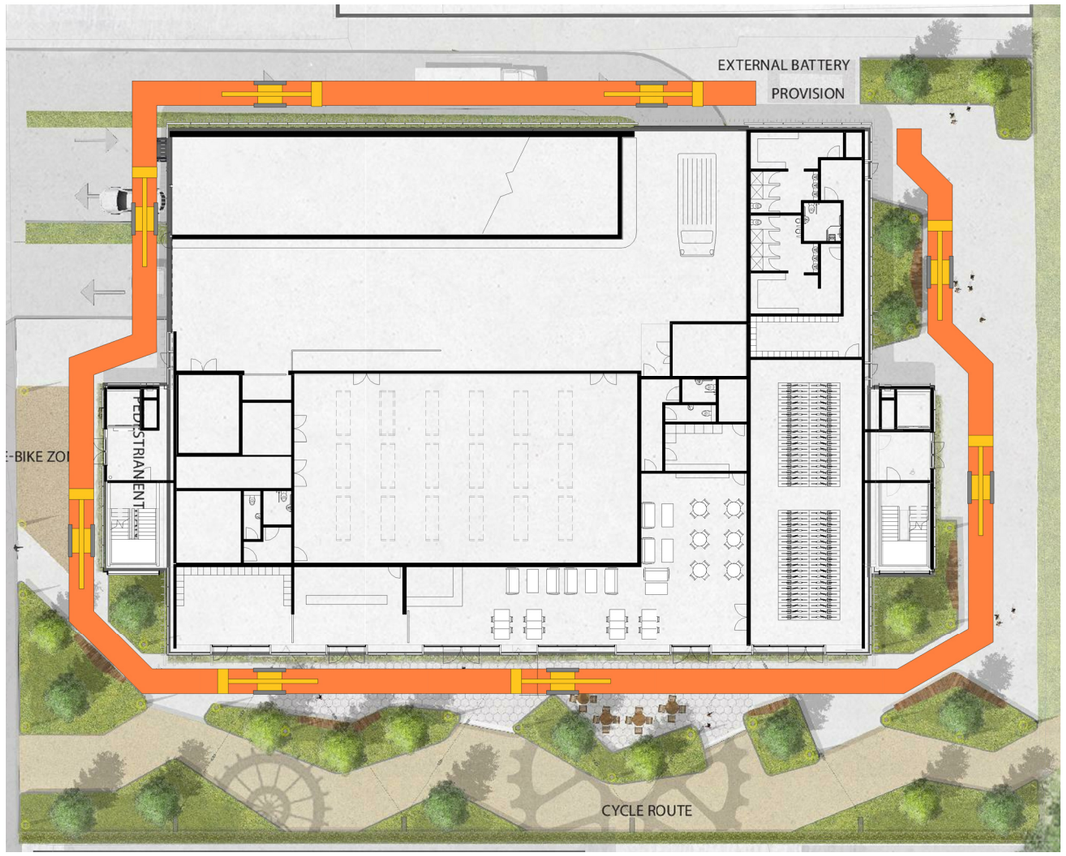
Access & Maintenance - All upper level areas of the façade will be maintained via a mobile boom platform.

8.5.2 Suitable mobile platform

Hinowa LightLift 33.17 – this is a diesel powered, tracked platform with a working height of 32.50m, a horizontal reach of 16.50m and an 'up & over' reach of 17.0m

The tracking routes for the mobile platform are illustrated in the adjacent plan.

The mobile platforms will be moved along the hard landscape areas around the perimeter of the building to the required points of access.

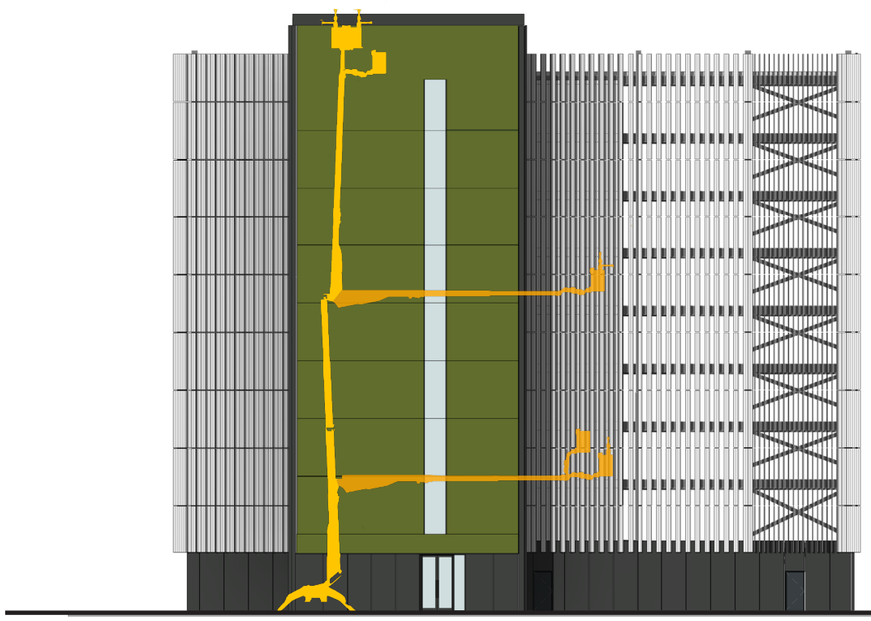


Access and Maintenance Plan

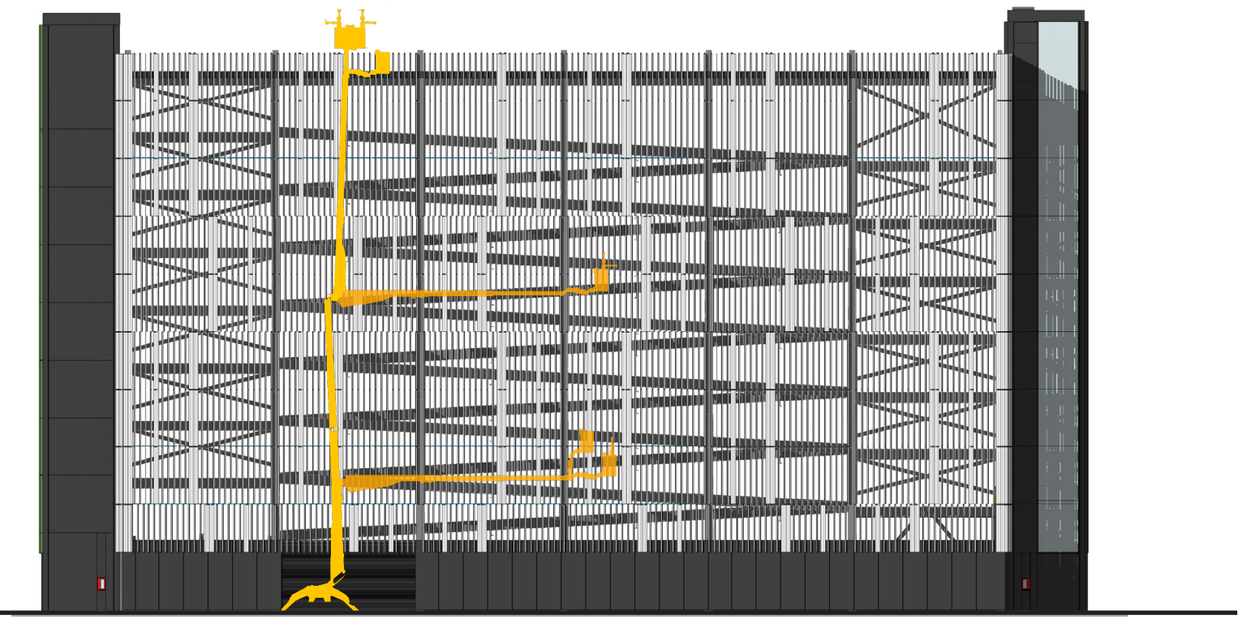
ACCESS & MAINTENANCE KEY

Mobile Platform

Mobile Platform Route



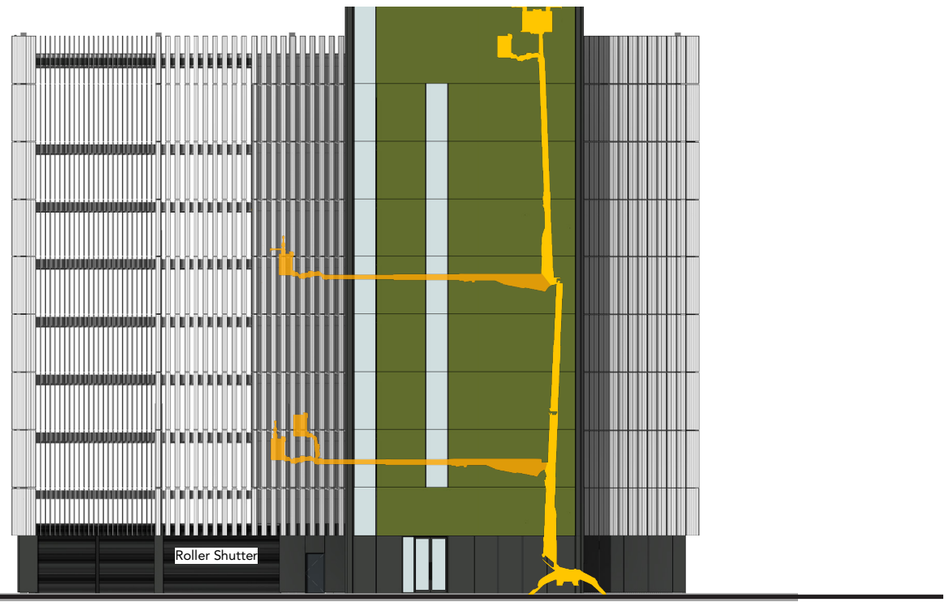
East Elevation indicating mobile platform



North Elevation indicating mobile platform



South Elevation indicating mobile platform



West Elevation indicating mobile platform

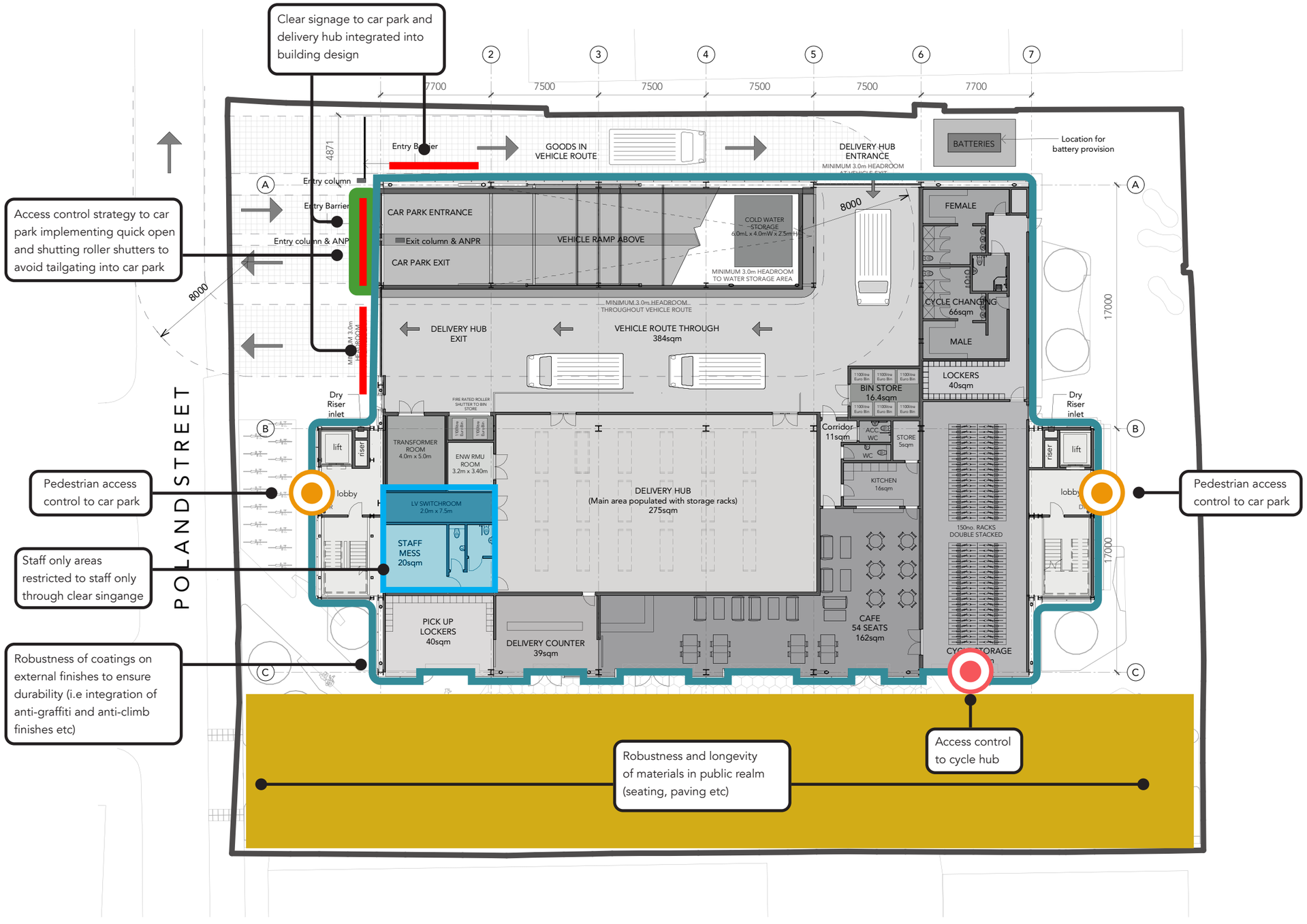
8.6 Security

Following discussions with Greater Manchester Police (GMP), a number of recommendations were noted for implementation into the design from a security perspective including:

- The car park should include access controls on all entrances- vehicular and pedestrian. Access should only be available to those holding an appropriate permit/ticket. Electronically operated barriers should secure the vehicles entrance and exist, whilst electronic locks should secure the pedestrian doors.
- All external pedestrian doors should include door closers which fully engage with locking mechanisms upon closure
- Help points should be positioned on each floor so that users of the facility can speak to a member of the security team if necessary (i.e in the case of an emergency)
- The car park should be illuminated in accordance with BS 5489
- Parking bays should be large generous enough to accommodate large vehicles to reduce the potential for conflict between users
- Clear signage to car park and delivery hub integrated into the building design to direct traffic and pedestrians to the appropriate exit
- There should be a comprehensive CCTV system covering the parking facility
- Access in to staff only areas should be restricted to staff
- Robustness of coatings to external finishes
- Robustness of materials in the public realm

The above points have been accommodated in the design and will continue to inform the scheme as the scheme develops into Tender and Construction Information.

A separate Crime Impact Statement (CIS) prepared by Greater Manchester Police is provided as part of this application.



9.0

Sustainability

9.0 Sustainability

9.1 Introduction

The Ancoats Mobility Hub is being brought forward by Manchester Life Strategic Development Company (MLSDCL) and Manchester City Council (MCC) and will be operated by their appointed mobility hub operator who will be procured in due course.

MLSDCL is an extension of Manchester Life, a joint venture between MCC and Abu Dhabi United Group. MLSDCL has a remit to support MCC in delivering the Hub by providing Development Management services and are heavily involved in ensuring the Hub is a successful project.

Manchester Life is also driving forward regeneration within Ancoats and New Islington and is committed to supporting the Hub in multiple ways, noting that their next phase of residential developments is being designed with on-site car parking requirement limited solely to disabled car parking with the intention of taking spaces within the Hub.

As Manchester Life is fully embedded in the success of the Mobility Hub it is appropriate to frame the Mobility Hub against their Sustainability Framework which is presented within this report. This framework explains Manchester Life's vision of sustainable development and how it will play a role in Manchester's journey towards achieving net zero. This report also cross references Manchester Life's framework against relevant United Nations Sustainable Development Goals, demonstrating how the Proposed Development achieves against this.

In the absence of a clear, project-level MCC Sustainability Framework for the Ancoats Mobility Hub to be tested against this is considered an appropriate response to demonstrate the Proposed Development's sustainability credentials. In addition to Manchester Life's Sustainability Framework, the Proposed Development will be considered against MCC's Climate Change Framework which sets more strategic Council aspirations with regard to sustainability and Climate Change. This assessment is presented within the Planning Statement prepared by Deloitte Real Estate.

Purpose of this document

The purpose of this document is to outline the MLDC sustainability framework in the context of a sustainability strategy and address how the Mobility Hub aligns with Manchester City Council's and MLDC's sustainability ambitions.

This document seeks to highlight how MLDC embed sustainability best practice across their portfolio, addressing sustainability in the widest sense and putting people at the heart of their developments. MLDC recognise that sustainability is not achieved only at the end of construction but is a continual journey of evaluation, engagement, and improvement, this is evident within this document.

Proposed Development – Mobility Hub

The Proposed Development Site covers an area of approximately 0.33 ha. in total and is bounded by Poland Street to the west, the City Court Trading Estate to the South, Crown Industrial Estate to the North and Ancoats Green to the East to deliver a mobility hub development of up to 8 storeys including 150 cycle parking spaces, 408 car parking spaces, a ground floor retail unit and a delivery hub. The Site can be accessed by pedestrians and vehicles via Poland Street.

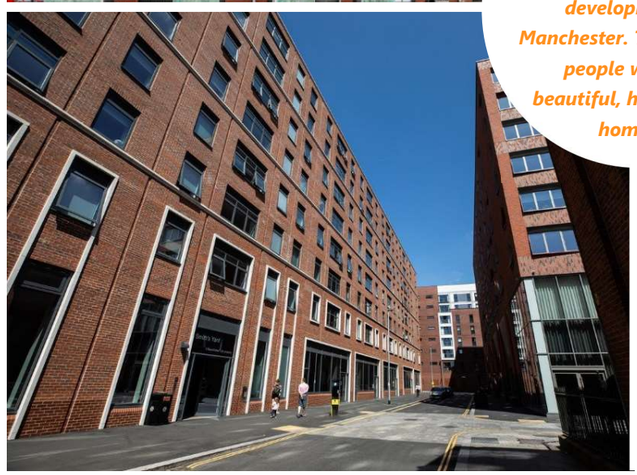
The site is located within the Ancoats and New Islington area. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework which was originally endorsed by Manchester City Council in October 2014. In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs. The Neighbourhood Development Framework states that the development will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice within a low car use area with high levels of cycle parking.

This Statement aims to address how the Proposed Development is responding to the Zero Carbon and sustainability related policies including Manchester and Greater Manchester Combined Authority and MLDC's sustainability ambitions. This Statement should be read in conjunction with a separate ESS which outlines how Manchester City Council's (MCC) sustainability policies within the Core Strategy (2012) and Manchester Guide to Development (2007) have informed the Proposed Development.





"Our vision is to set the benchmark when it comes to property development in Manchester. To inspire its people with our beautiful, high quality homes."





9.2 Executive Summary

A full and detailed sustainability report has been undertaken by Buro Happold and follows this short introduction. Further detail is also available within the Planning Statement prepared by Deloitte and Energy and Environmental Standards Statement prepared by Buro Happold.

MLSDC Sustainability Strategy

MLSDC recognise that to fulfil their vision, to set a benchmark when it comes to property development in Manchester and inspire people with beautiful high-quality homes, a sustainable approach to development is critical. To ensure tangible benefits are employed on prospective and future development a sustainability framework has been developed that will be used to gauge the success of each development.

The framework, to which MLSDC will gauge prospective developments against, has been developed to align with both MLSDCs and the City of Manchester's sustainability ambitions. The framework ensures delivery of a scheme that is sustainable from an environmental, social and economic perspective through embedding a number of key outcomes:

Environmentally Regenerative

- All electric strategy taking advantage of continual grid de-carbonisation
- Enhanced fabric performance and triple glazing reduces primary energy
- Provision of EV charging that can be adapted to future requirements
- Avoidance of fossil fuel tie-in on site
- Predicted 97.6MWh generated through a 138.6kW PV array
- 40% of annual car park and LL energy offset through PV array
- 7No. Rapid EV Chargers optimise on-site renewable usage
- Space allocation for future installation of batteries to supplement EV
- Design for whole life and end of life
- Water consumption minimised where possible through low flow fittings
- Habitat loss compensated through provision of new newt boxes and sensitive landscaping
- Green walls have been designed on the building facade
- Construction Environmental Management Plan put in place to prevent dust pollution

Socially Inclusive

- Jobs created through construction process and provision of retail areas
- MLSDC target of 60% local employment
- Active street frontage creating vibrant atmosphere and security
- Node providing dedicated community spaces provided for local residents
- Architectural studies to optimise end-user experience in community spaces
- Targeted Considerate Contractor Scoring of 4.5 stars
- Central hub providing amenities to local community
- Provision of cycle storage and repair facilities
- Central location close to amenities ensures walk-ability
- Reducing negative impact on AQ through avoidance of on-site fossil fuel combustion

Economically Prosperous

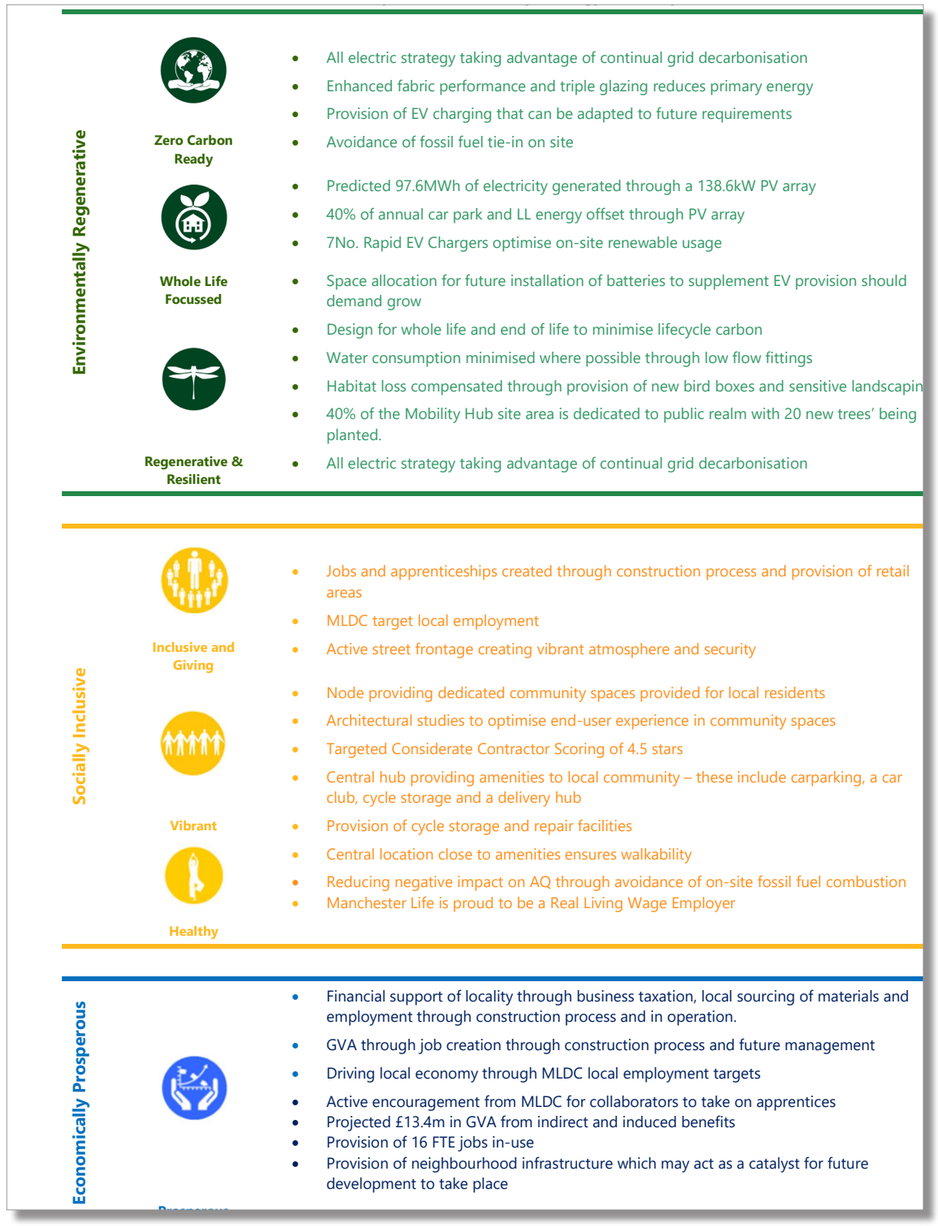
- Financial support of locality through business taxation
- GVA through job creation through construction process and future management
- Driving local economy through MLSDC local employment targets
- Active encouragement from MLSDC for collaborators to take on apprentices

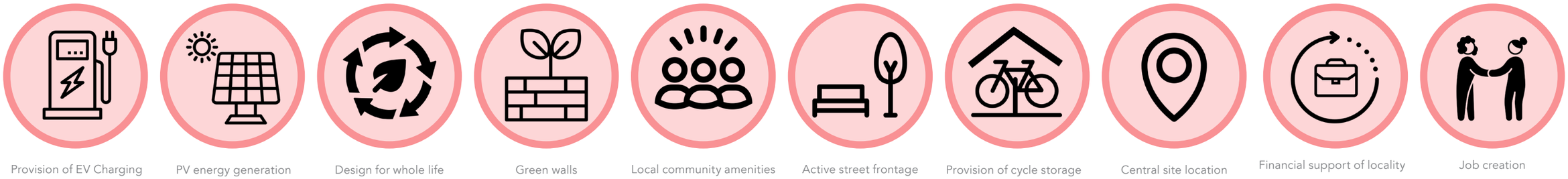
Mobility Hub Sustainability Strategy

The Mobility Hub sustainability strategy responds to the MLSDC Sustainability Framework through delivery of a highly efficient central transportation node that offers parking, cycle and repair amenities to the local community. The sustainability strategy has been fulfilled through:

- Implementation of high-quality fabric, all electric systems and on-site solar PV.
- Avoiding fossil fuel tie in and benefiting from continual de-carbonisation of the grid.
- Offering EV charging, parking and cycle store and repair facilities in an optimal location.
- Employment of active frontage and provision of green wall, as well as striving to meet MLSDCs targets for local employment and continual involvement in charitable activities and social events
- Increased investment into development of the Back of Ancoats Masterplan, providing further gross value added through added jobs and business opportunities.
- Creating central community node

The Mobility Hub delivers the following sustainability outcomes (also summarised in the icons below):





9.3 Planning Policy and Supporting Documentation Review

Scope of Review

The purpose of this section is to identify the planning policy and supporting documentation that has been utilised to ensure the proposed schemes alignment with Manchester City Councils ambitions.

Where relevant, actions outlined to address key sustainable themes have been formed against this list of documentation to highlight the breadth of design consideration shown across the MLDC portfolio.

National Policy

National Planning Policy

The National Planning Policy Framework and relevant planning practice guidance sets out the Government's planning policies for England. **The presumption in favour of sustainable development** is at the heart of the framework, cascading through to local plans and the approval process for planning applications.

Economic Objective

Build a strong, responsible and competitive economy:

- Support growth, innovation and improve productivity
- Identify and coordinate infrastructure

Social Objective

Support strong, vibrant and healthy communities:

- Provide sufficient range of homes
- Design a safe built environment
- Provide accessible services and open spaces

Environmental Objective

Contribute to protecting and enhancing our natural, built and historic environment:

- Make effective use of land
- Improve biodiversity
- Minimise waste and pollution
- Mitigate climate change
- Adapt to climate change

Local Policy

Manchester Core Strategy (2021-2027)

The Manchester Local Plan guides development within Manchester. The Core Strategy is the key document in Manchester's Local Plan, covering a period of 15 years from 2012 to 2027. It sets out the long-term strategic policies for Manchester's future development, forming the framework for planning applications. The key policy references are outlined below:

Spatial Principles SP 1
• Make a positive contribution to neighbourhoods • Minimise emissions • Reuse previously developed land where possible • Improve access to jobs • Reduce transportation needs
Employment and Economic Growth EC 1
• Improved access to jobs for all public transport, walking, cycling. • Consider employment generating development for locals through construction or use • Improving digital infrastructure • Ensuring continued social, economic and environmental regeneration • Improving portfolio of employment premises (provide a range for SMEs)
Existing Employment EC 2
• Retain and enhance existing employment space and sites.
Transport CC 5
• Proposals will be supported that improve pedestrian safety, improve air quality and increase scope of accessible public realm improvements. • Ensure the development incudes adequate parking provision for cars and bicycles
Design and Heritage CC 9
• Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including lister buildings, conservation areas and scheduled ancient monuments
A Place for Everyone CC 10
• Appeal to wide range of visitors and residents through: • Increase the diversity of activity, focus on family-oriented activity • High standards to buildings and across spaces in the City Centre
Overall Housing Provision H 1
• High density developments (75 units per hectare) are appropriate • Contribute to creating a mixed/diverse community • Address deficiencies in physical, social or green infrastructure • Take account of any environmental constraints
Affordable Housing H 8
• New developments, where more than 15 units are proposed should contribute to the City-wide target for 20% of new housing provision.
Sustainable Transport H 10
• Proposals for accommodation for people with additional support needs will be supported: • Where there will not be a disproportionate stress on local infrastructure such as health facilities • Where it will contribute to the vitality and viability of the neighbourhood
Sustainable Transport T 1
• To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. • Support the needs of residents and businesses and prepare for carbon free modes of transport.
Accessible Areas TS
• Ensure accessibility to City's main economic drivers. • Provide appropriate car parking facilities that reflect the highly accessible nature of the location.
Heritage EN2
• Within the regional centre development for employment generating uses will be encouraged
LZC Development EN4
• Seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions and rising fossil fuel prices: • Follow Energy Hierarchy principle • Make use o low and zero carbon energy supplies • Use building materials with low embodied carbon
Framework for CO2 Reductions from LZC Supplies EN 6
• Energy statement demonstrating improvement o 15% over Part L (2010) or improved Part L requirement, whichever is more stringent. • Green infrastructure elements can be used to contribute to CO2 mitigation. • Outline regulated energy demand and CO2 emissions for all phases of the development
Energy Infrastructure Opportunities EN 7
• In favour of low and zero carbon decentralised energy schemes. Consider feasibility of future connections to a local distributed energy scheme.
Adaptation to Climate Change EN 8
• Minimise flood risk • Reduce urban heat island effect • Take opportunities to provide green space to enhance natural habitats
Green Infrastructure EN 9
• New developments should, as a minimum, maintain existing green infrastructure in terms of its quantity, quality and multiple function.
Flood Risk EN 14
• Minimise surface water tun-off through SUDS and appropriate use of Green Infrastructure
Air Quality EN 16
• Improve air quality within Manchester. Minimise and mitigate local emissions from traffic and through the use of the development itself (scope 1)
Water Quality EN 17
• Avoid adverse impact on water quality, including during construction
Waste EN 19
• Waste management plan and practices should have full regard of the environmental, social and economic impacts. • Encourage communities to take responsibility for the waste they create through provision of accessible facilities
Minerals EN 20
• Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible. (Alongside EN19)
Development Management DM 1

Manchester Climate Change Framework (2020-2025)

- Climate adaptation and resilience objective
- Health and Wellbeing
- Inclusive, Zero Carbon and Climate Resilient Economy
- Staying withing Carbon Budgets - Direct CO2 Emissions
- Staying within Carbon Budgets – Indirect CO2 Emissions

The Greater Manchester Strategy (Our People, Our Place)

Priorities

1. Children Starting School Ready to Learn
2. Young People Equipped for Life
3. Good jobs, with Opportunities for People for Progress and Develop
4. A Thriving and Productive Economy in all Parts of Greater Manchester
5. World-class Connectivity that keeps Greater Manchester Moving
6. Safe, Decent and Affordable Housing
7. Green City Region and a High-Quality Culture and Leisure for all
8. Safer and Stronger Communities
9. Healthy Lives, with Quality Care Available for Those that need it
10. An age-friendly Greater Manchester Implementation

Draft Manchester Zero Carbon Framework 2020-2038

- New buildings need to generate zero emissions when occupied and have significantly less emissions embodied in their materials and the construction phase,
- Renewable energy generated within the city and city-region, and the supplies for the National Grid, are needed to power our buildings and transport system,
- Well-connected walking and cycling routes, public transport and electric vehicle charging points need to be key components of all new development,
- Our materials and waste will need to come from a new circular economy, involving the reuse and recycling of materials already in circulation, and significantly increased use of sustainable and renewable materials.

Ancoats and New Islington Neighbourhood Development Framework (2016, 2020)

The Neighbourhood Development Framework has positioned Back of Ancoats as 'a living and working community' with exemplar development showcasing the potential for live-work communities integrating a range of accessible homes and workspaces. The following key points from the NDF Vision are highlighted:

• A place where the city meets the suburbs.

• Combined living and working spaces at the core - optimising residential and employment space.

• Diverse & multi-generational - a broad mix including community infrastructure and range of housing formats.

• Urban & green - unreservedly urban but integrating meaningful and well-conceived open spaces.

• Physical & social - an authentic evolution of Ancoats' physical and social fabric.

UN Sustainable Development Goals

The UN SDGs are a set of goals designed to be a blueprint to achieve a better and more sustainable future for all.

1. No Poverty
2. Zero Hunger
3. Good Health and Wellbeing
4. Quality Education
5. Gender Equality
6. Clean Water and Sanitation
7. Affordable and Clean Energy
8. Decent Work and Economic Growth
9. Industry, Innovation and Infrastructure
10. Reducing Inequality
11. Sustainable Cities and Communities
12. Responsible Consumption and Production
13. Climate Action
14. Life Below Water
15. Life on Land
16. Peace, Justice and Strong Institutions
17. Partnerships for Goals

9.4 Manchester Life's Sustainability Framework

Introduction

MLDC is committed to ensuring best practice sustainability measures are adopted within prospective developments. The framework presented sets a standard to which future developments can be measured.

Throughout this report a number of sustainable strategy themes will be explored to better contextualise how both MLDCs vision as a developer aligns with Manchester's vision for sustainability.

The National Planning Policy Framework (NPPF) has been utilised to structure the sustainability strategy outlined within this report.

Pillar

The structure of the sustainability strategy is derived from the National Planning Policy Framework (NPPF). Each Pillar outlined responds to one of three overarching objectives outlined in the NPPF which are interdependent and have been pursued in mutually supportive ways:

- **Environmental**
- **Social**
- **Economic**

Vision/Outcome

The vision/outcome assists in distinguishing key aspects of each of the sustainability pillars, with each pillar developing distinct, targeted outcomes that ensure direction within the scheme.

Actions

Actions are used to address in detail how each outcome identified may be met through measures undertaken by MLDC, the project design team of the proposed development or contractors.

Where quantitative performance metrics are available to establish how the development performs, they will be displayed.

Pillar	ENVIRONMENTALLY REGENERATIVE			SOCIALLY INCLUSIVE			ECONOMICALLY PROSPEROUS
MLDC Vision	**Zero Carbon Ready**	**Whole Life Focussed**	**Regenerative & Resilient**	**Inclusive & Giving**	**Vibrant**	**Healthy**	**Prosperous**
Outcome	Ensuring alignment with the Manchester target of Zero Carbon by 2038	Responsible use of materials and resources. Promoting use of low impact materials, recycling and waste reduction	Restoring natural assets and designing in resilience to future climate change	Delivering positive outcomes for local people and communities	Create place, spaces and positive experiences that welcome, engage and inspire all	Encouraging active and mindful activities, promoting active lifestyles and sustainable travel	Creating a hive of enterprise for business growth
Example Actions	Route map to Net Zero Carbon 2038 Part L Compliance Grid Decarbonisation Passive Design/ Reducing Primary Energy Maximising Renewable Energy	Lifecycle Costing Continual Improvement Community Engagement Contractual Development Requirements Electric Vehicle Charging	SUDS Overheating Mitigation Re-habitation Remediation Water consumption	Apprenticeships Graduate development Creation of Jobs Local employment Fair play for all employees	Activating streets through active frontage Community Building within developments	Green, blue and grey infrastructure Gym/fitness facilities Encouraging walking Sustainable Transport Options Travel Plan Indoor/outdoor air quality	Council tax and business rate receipts GVA through indirect and induced employment Investment in construction of high-quality housing Driving local economy through local employment and business opportunities

Figure 4-1 Sustainable Strategy Themes

9.5 Environmentally Regenerative

"Contribute to protecting and enhancing our natural, built and historic environment"

VISIONS	
ZERO CARBON READY	Route-map to Net zero carbon 2038 ✓
	Substantial Improvement on Part L minimum fabric requirements ✓
	PV Maximised on roof – optimised through performance studies ✓
	High level fabric performance, minimising primary energy requirements ✓
	Outlining associated impact of glazing ratios to optimise façade design ✓
	Fully electrified building mitigating fossil fuel tie in. ✓
	Carbon sequestration through planting ✓
WHOLE LIFE FOCUSED	Lifecycle Cost informs design ✓
	Regular review of operational practices to improve efficiency ✓
	Optimising new building design utilising existing building data ✓
	Promote community recycling and re-use ✓
	Contractor Sustainability requirements ✓
	Sustainable Transport ✓
REGENERATIVE & RESILIENT	SUDS Implemented ✓
	Overheating Assessment informs design ✓
	Substantial investment into re-habitation of affected species ✓
	Remediation of contaminated land ✓
	Minimise water consumption through low flow fittings ✓

Table 5-1 Environmental Theme Summary

ZERO CARBON READY *Ensuring alignment with the Manchester target of zero carbon by 2038 through*

Zero Carbon 2038 Definition

Manchester is committed to playing its full part in limiting the impacts of climate change by adopting science-based targets aligned with the Paris agreement carbon budgets for limiting global temperature rise below 2 degrees Celsius. Analysis by the Tyndall Centre for Climate Change Research at the University of Manchester has identified the Manchester proportion of this budget and the emissions pathway to support the Paris Agreement. By 2038, Manchester is committed to be net zero carbon relating to total energy used in building and transport.

Part L Compliance

Current policy based on Building Regulations Approved Document Part L 2013 has been used to demonstrate how the proposed development has actively reduced carbon emissions through design. Part L sets out the minimum energy efficiency standards and targets for regulated carbon emissions, i.e. those associated with the fixed building systems, which a design team can influence. Manchester City Council's planning policy requires a minimum 6% betterment of this carbon emissions target for non-residential developments and 9% betterment for residential developments. An ESS has been prepared which demonstrates how the proposed development has surpassed this.

Through best practice design following the 'Lean, Clean, Green' energy hierarchy, MLDC strive to better the existing minimum requirements for planning. This is implemented through:

- Highly efficient fabric
- Highly efficient lighting
- Heat recovery through the use of MVHR units
- Substantial on-site generation from PV

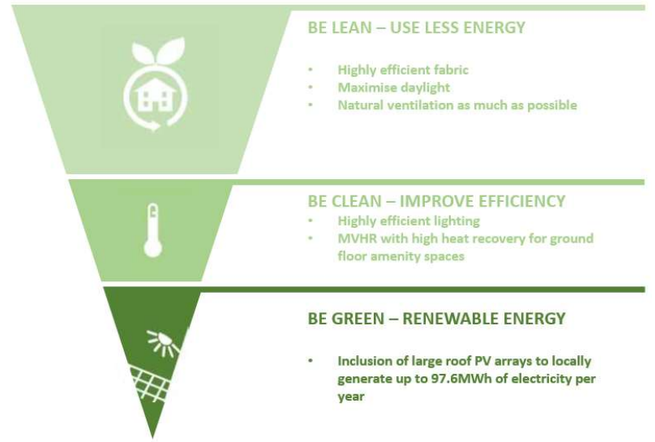


Figure 5-1 Energy Hierarchy

Grid Decarbonisation

To ensure developments can continue to transition towards net zero carbon in operation by 2038, the building services systems have been designed to operate on electricity to completely omit on-site fossil fuel combustion, avoiding fossil fuel tie in and benefiting from the long-term decarbonisation of the grid.

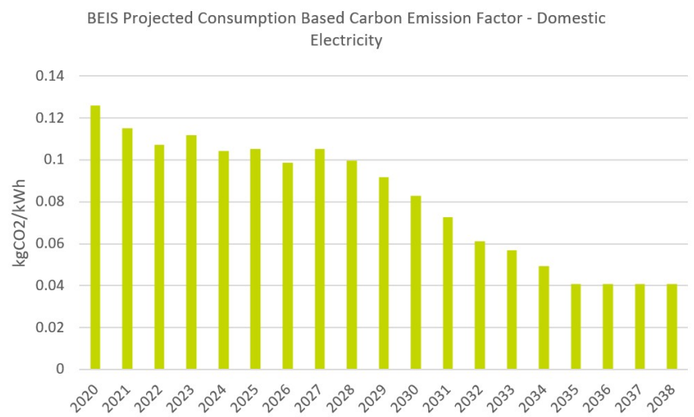


Figure 5-2 BEIS Projected Grid Carbon Factor

Reduce Primary Energy Demand

A reduction in primary energy consumption is essential to both the associated carbon emissions of a development and operational costs that are passed onto prospective tenants.

Throughout the design of the Mobility Hub, the following design measures have been developed further to ensure a robust passive design:

- Naturally ventilated car parking levels
- Triple glazing at ground floor
- High air tightness performance at ground floor
- Glazing ratio at ground floor offering balance between energy performance, daylighting and architectural intent

The combined measures detailed above have been selected to ensure compliance with necessary building regulations (Part L2A) where required.

Maximising Renewable Technologies

In order to maximise the sites energy performance, in unison with an efficient fabric and practical systems design, PV arrays are implemented to generate green electricity locally.

Optimisation of PV arrays is essential to ensure as much energy generated can be utilised on site, this has benefits from both a capital cost perspective and when considering the embodied carbon of the site. Utilising metered data from existing buildings across the MLDC portfolio it's possible to relate array generation to landlord consumption, thereby ensuring a practical system.

Through analysis of metered data from the existing Once Cutting Room Square and Sawmill Court Car Parks, the PV array proposed for the Mobility Hub development is projected to have a total generation of 97.6MWh is predicted to be generated from a 138.6kWp array. A number of scenarios were examined to ensure optimal on-site usage.

Whilst a peak difference is noted between PV generation and projected landlord consumption, 7No. rapid EV chargers have been proposed to ensure on-site usage and minimal exportation of generated electricity, which significantly reduces payback potential per kWh.

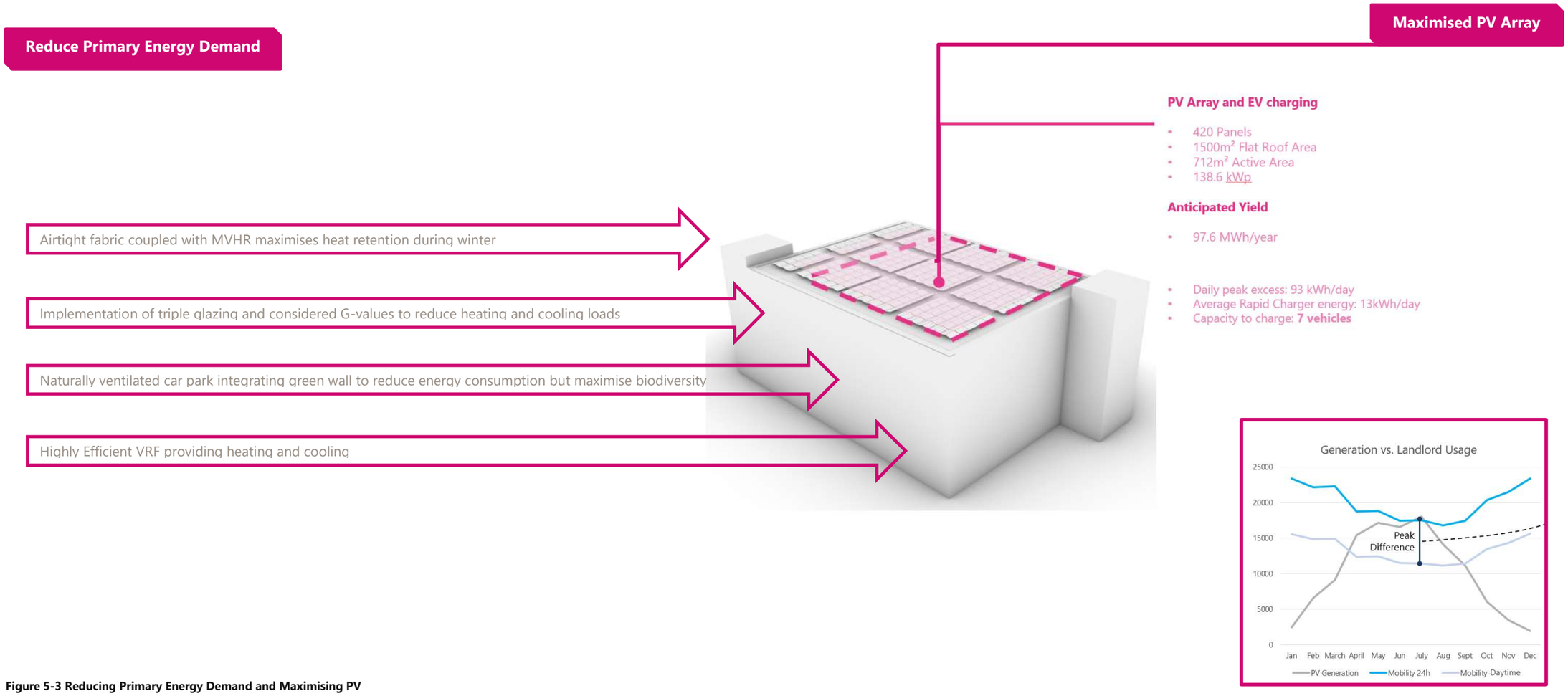


Figure 5-3 Reducing Primary Energy Demand and Maximising PV

Route Map to Net Zero Carbon 2038

Through lessons learnt from MLDCs existing portfolio, the electrification of the building and the additional environmental design principles adopted for the Mobility Hub, a highly efficient design has been proposed. The graph below outlines the Route Map to Net Zero Carbon by 2038.

Passive Design Principle

Naturally ventilated car park levels coupled with the adoption of high fabric standards at ground floor, that align closely to those identified by both Passivhaus and LETI, to passively reduce consumption on site is critical. Substantial engagement across the design team has been necessary to develop a solution that works across disciplines.

Optimised PV Solution

To further offset emissions, local generation has been developed onsite to encapsulate a substantial portion of the roof area available. A total of **97.6 MWh** per year will be generated and used on-site.

Electrified Development

Through electrifying the development, the continual decarbonisation of the grid will reduce emissions associated with primary energy usage on site. BEIS Carbon Factor emissions have been utilised to project the annual impact of the proposed developments primary energy usage.

Mobility Hub Route Map to Net Zero Carbon 2038

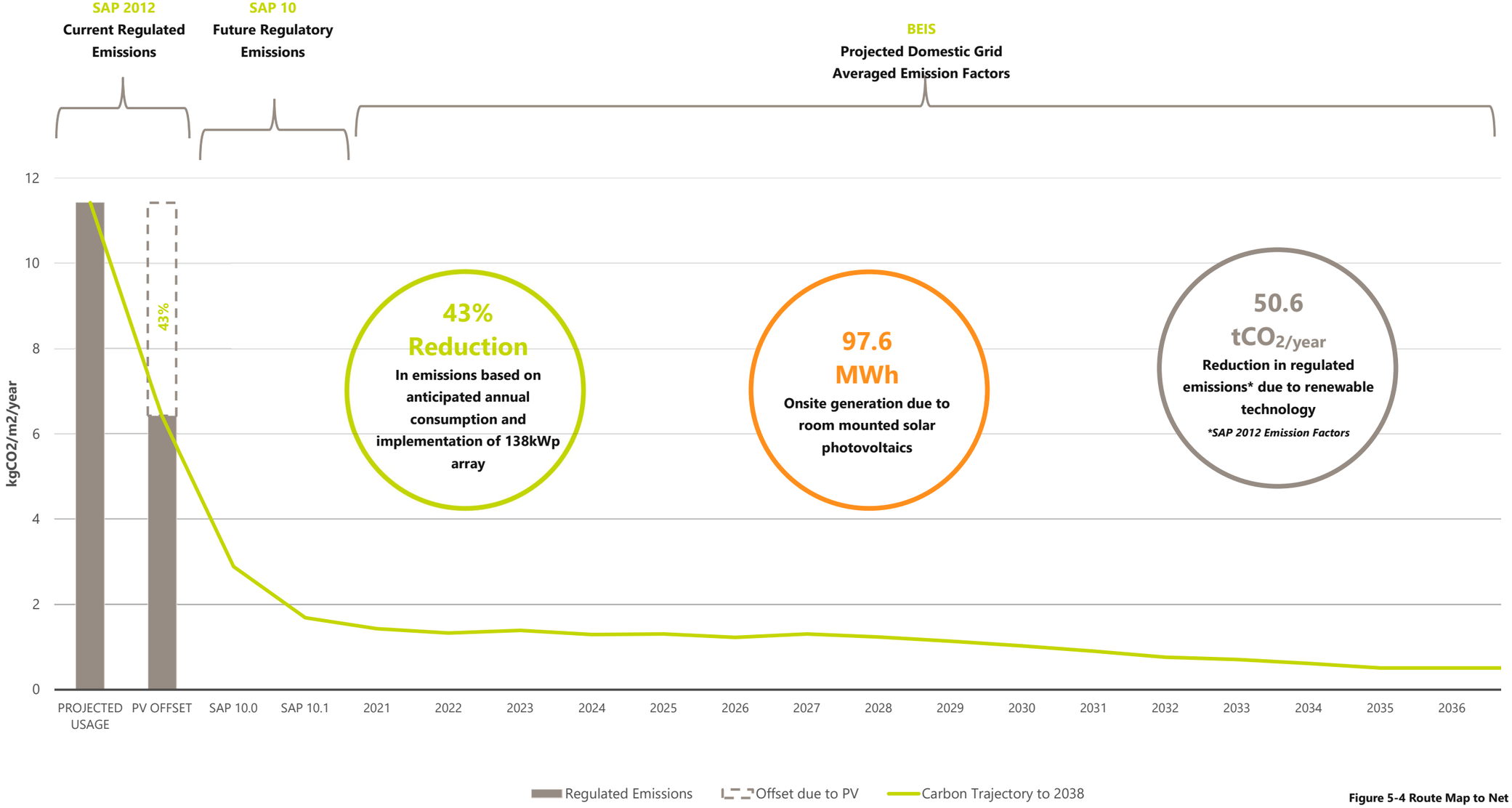


Figure 5-4 Route Map to Net Zero Carbon

WHOLE LIFE FOCUSED *Responsible use of materials and resources. Promoting use of low impact materials, recycling, and waste reduction*

Designing for Whole Life

Long lifecycle approach to architectural finishes etc. are considered from early stage development to ensure both cost and performance viability. Whole life is considered when selecting materials to ensure architectural elements and finishes are easily maintainable and long lasting, thereby maximising usage life and reducing whole life carbon impact.

The table outlined to the right outlines the whole life approach to reducing carbon emissions.

Continual Improvement

Re-assessing briefings for proposed developments and continually developing building scope in line with future regulations.

MLDC are beginning to address future regulations through implementing triple glazing, increasing rates of on-site generation and improving on air tightness when compared to existing developments. This continual strive to remain a step ahead of policy means that buildings will perform better and stay 'up to date' for longer.

The Mobility Hub is representative of efforts to futureproof the way that mobility is accessed at a neighbourhood scale. It offers the opportunity to transform how residential parking is provided on a neighbourhood basis, facilitating and enabling the transition away from petrol/diesel cars and to alternative, active modes of transport.

Provision of parking at the Mobility Hub means that residential schemes can come forward without parking provision, with the exception of the required disabled spaces. This removes the risk of inbuilt obsolescence to parking spaces within residential developments and allows for more amenities and green space to be delivered at ground floor in each residential development, and for better use of the streetscape as local vehicle movements are significantly reduced.

External lighting, though already LED, has been made more-so efficient in operation following assessment by dividing lighting circuits to consolidate usage.

Community Engagement

MLDC capitalises on Involvement in the operation of buildings as a management company by engaging with its community of tenants. Examples within existing development includes encouragement for tenants to swap and sell prior to disposal which encourages a community feel as well as embedding sustainable practices.

The Mobility Hub operator will be active in the community to ensure the facility meets the changing needs of the neighbourhood it serves.

Sustainable Travel

The construction of the prospective Mobility Hub will serve as a central node to the Back of Ancoats Development Area, offering a central transportation hub that offers Parking, EV charging facilities, alternative mobility options such as car club and car sharing platforms as well as a delivery hub designed to operate as a central delivery point for parcels with an electric vehicle last mile delivery option and amenities suited to these service offerings. This central, walkable hub decentralises car parking reducing the requirements within developments where footprints may be prohibitive or offer an inefficient means of parking provision.

A traffic impact assessment has identified that the lack of a Hub would constitute more vehicles accessing the area as the Mobility Hub relies on alternative mobility provision to allow it to be optimised in size. The position of the Mobility Hub on the edge of the conservation area, just off Oldham Road, also reduces the traffic movements through the conservation area.

	IMPACTS	KEY ACTIONS
DESIGN	Embodied carbon, emissions associated with the production, transportation and installation of construction materials, typically accounts for over half of the whole life carbon of a building. With increase in building energy efficiency, this share will continue to increase. However, historically this is overlooked due to lack of consistent measuring and reporting mechanisms.	• Use less – material optimisation to minimise use of new materials. • Use less new – explore opportunities for increasing recycled content and materials to reduce the embodied carbon. E.g. recycled aggregates. • Responsible and locally sourced materials • Standardised design for utility cupboard optimises the use of material on site.
CONSTRUCTION	As above, carbon is associated with the delivery and installation of material. Significant construction waste can also arise from packaging, off-cuts and over-ordering.	• Measure - Manchester Life has outlined on a number of developments how much CO" (kg) is emitted during the construction process. • The percentage of waste removed from site that has been recycled is measured and MLDC target a 98% rate. • CO2 emissions arising from mileage of all persons visiting and entering sites, all utility and on side fuel usage is recorded and reported in tonnes.
OPERATION	Operational energy results in carbon emissions that can be substantial over the lifetime of a building. Ensuring low carbon design solutions to provide heating and ventilation as well as local generation can offset this.	• Where possible, MLDC incorporate local generation through the use of PV. This is coordinated with external roof are, plant and optimised to mitigate shading. • All electric systems are offered that have the benefit of decarbonising alongside the grid.
END OF LIFE	Demolition results in significant waste, with contamination often hindering efficient resource recovery. Considering ease of deconstruction can support recovery, refurbishment and re-use elsewhere. Designing for future flexibility can help the proposed development stay relevant and mitigate the risk of redundancy before the end of this useful design life, minimising the replacement cycle which puts pressure on virgin resources.	• Decentralised plant utilised across the entirety of the development means that individual apartments and zones can be easily re-fit or have components replaced over time. • Design of ventilation systems to mitigate overheating reduces the need to fit cooling systems in the future. • Standardised design optimised the use of material on site

Figure 5-5 Designing for Whole Life

REGENERATIVE & RESILIENT ..*Restoring natural assets and designing in resilience to future climate change*

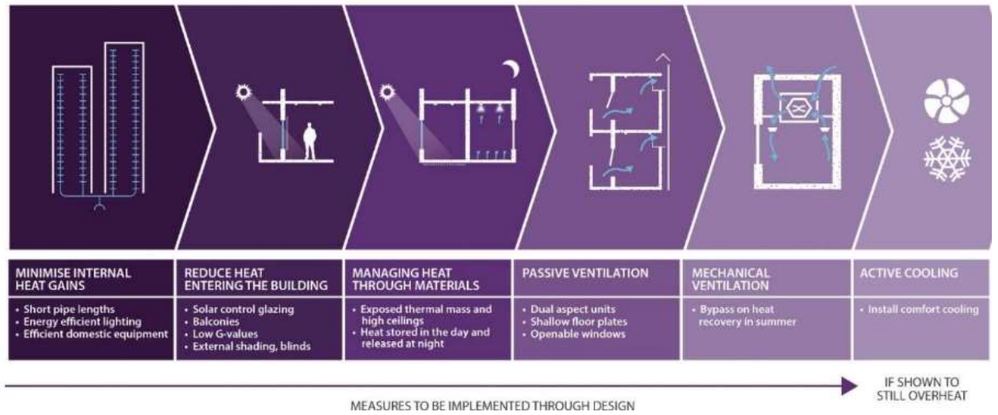
Flood Risk

Flood risk continues to be a key consideration for prospective developments and resilience to climate change is critical to ensure building longevity and optimal resident experience. Flood risk assessments (FRAs) are undertaken in line with national and local policy to outline the level of risk a proposed development has of flooding.

Overheating

A multifaceted approach is taken in development of dwellings that could potentially overheat which is developed through conductance of a TM59 overheating assessment. A variety of design options are assessed within the TM59 assessment to ensure a curated design that considers; the cost plan, acoustic performance of the space (MCC Planning & Noise documentation), regulatory requirements (Part F & Part L) and of course risk of overheating.

Ultimately, designs strive to mitigate overheating through the use of natural ventilation as a passive design measure, followed by uplift in mechanical ventilation via the MVHR unit, then cooling.



Case Study - The proposed Eliza Yard development is neighboured by Jersey Street and Poland Street, both roads that pose a risk to cause occupant discomfort from an acoustic perspective, designs are being developed which ensure attenuated mechanical ventilation supply is offered through a local boost control that mitigates overheating in line with TM59 requirements.

In commercial developments that are typically developed as shell and core spaces, overheating is mitigated through ensuring sufficient external space for external heat rejection plant and electrical load allowances are made that ensure suitable connection or upsizing in future.

Re-habitation and Environment Focused

MLDC have, and continue to, invest in habitation of any fauna effected by prospective developments. Ecology assessments are undertaken to understand where impact can be significant and how it can be mitigated. Historically substantial payments of up to £140,000 have been made to re-locate or re-home species such as bats that are affected by construction.

Through conductance of ecology assessments and working with organisations like the canal and river trust MLDC ensure each property developed is bespoke to the environment in the immediate local vicinity.

Water Consumption

A changing climate will result in hotter, drier summers and more extreme weather events. Water conservation for drought tolerance is considered to reduce consumption and has the added benefit of reducing utility costs for tenants over the system life. The following measures are adopted across developments:

- Improvement over notional BREEAM (Wat 01) through efficient sanitaryware
- Inclusion of low flow fittings

Grey water harvesting is considered where possible on schemes however a strong economic and practical case should be made to avoid associated embodied carbon of systems that do not bring benefit. Given typical building typologies (Residential) there is often very little scope for practical inclusion of a water harvesting system.

SUDS

Nature based infiltration drainage solutions are considered in recognition of wider co-benefits that can be delivered through an integrated approach to sustainability. However, these measures are only adopted where spatial constraints, impermeable substrata and ground contamination are not present and are assessed on a site by site basis.

Biodiversity

The protection of sites and enhancement of biodiversity in line with Manchester's Biodiversity strategy is considered on each development. Ecologists are appointed on each prospective development to conduct habitat surveys, preliminary roost assessment and nocturnal bat surveys to identify potential ecological site constraints, remit of mitigation required and opportunities to include biodiversity enhancements through the developments.

As all of MLDCs properties are developed upon brownfield sites they often have negligible ecological value or importance. Through developing a diverse offering for tenants and considering the needs for net positive biodiversity provision MLDC incorporate biophilia into landscaping where possible.

40% of the Mobility Hub site area is dedicated to public realm with 20 new trees' being planted. No Trees in Ancoats Green are being removed to facilitate the development of the Hub.



Figure 5-8 Implementation of Green Wall

"Support strong, vibrant and healthy communities"

VISIONS	
VIBRANT	• Activating streets through active frontage ✓
	• Community building within development (Mobility Hub) ✓
	• Dedicated Community Spaces ✓
INCLUSIVE & GIVING	• Apprenticeships ✓
	• Graduate Development ✓
	• Fair pay for all employees ✓
	• Creation of Jobs ✓
	• Local Employment ✓
HEALTHY	• Mobility hub provides cycle storage and onsite facilities to maintain ✓
	• Central location, walkable to local amenities throughout Ancoats ✓
	• Indoor/Outdoor Air Quality ✓
	• Daylighting/Access to outside ✓
	• On site gym/health facilities ✓
	• Active Street Frontage ✓

Table 6-1 Social Theme Summary

VIBRANT *Create place, spaces and positive experiences that welcome, engage and inspire all*

Active Frontage

Schemes developed by MLDC strive to create a safe, community space that encourages engagement from both active tenants and the local community through provision of a varied offer. Developing active frontage is one of the methods in which MLDC meet these goals.

An active frontage offers continuous business or retail uses that open directly to the footpath. Benefits of employing an active frontage are; the enhancement of public security, passive surveillance, and improvement of the public domain, by encouraging pedestrian activity. Additional benefits include the creation of jobs and provision of neighbourhood amenity, enabling more consumption needs to be met in the local area, reducing the need for travel.



Figure 6-1 Sawmill Court Active Frontage

Community Development

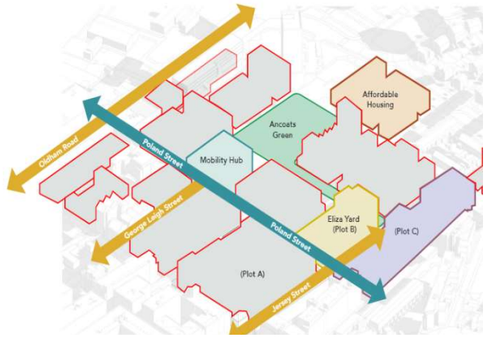


Figure 6-2 Access to Wider Community

The mobility hub development is an entirely new service offering which will act as a vibrant and accessible central node, tying a number of the developments in the Back of Ancoats together through provision of a cycle hub, central car parking, EV charging and alternative mobility options such as car clubs and car sharing platforms.

The Mobility Hub strays from the 'business as usual' approach of surface level parking and parking to service developments, which creates congestion, has a negative impact on air quality and doesn't break the link between the development and car ownership. Acting as a central node in proximity to an array of amenities, the Mobility Hub actively encourages, and assists in, the transition to more active travel capability within the City Centre.

The Mobility Hub is designed to be safe and secure community facility, offering future flexibility for electric vehicle charging ensuring continual improvement of MLDCs offering within the area. The Mobility Hub will also offer business opportunity through provision of commercial space.

Dedicated Community Spaces

Internally dedicated community spaces create a feeling of inclusion within each of the MLDC developments. Careful, considered design reviews are undertaken by architects on subsequent schemes to identify which areas have been successful or not and why this may be the case.

External community spaces, where viable, offer outdoor seating and planting to entice tenants outdoors encouraging an active lifestyle and offering a safe area in which the outdoors can be enjoyed.

MLDC are constantly reviewing their community space offering, which ranges from resident club rooms to on-site gym facilities. Through combining dedicated internal community spaces with a carefully curated external commercial offering, a diverse and successful community offering is delivered.



Figure 6-3 Carefully Curated Community Spaces

INCLUSIVE & GIVING *Delivering positive outcomes for local people and communities*

Creation of Jobs and Local Employment

MLDC are targeting local employment (City of Manchester postcodes) on their developments to show their commitment to invest in the professional growth and well-being of local citizens. Local employment and the creation of jobs have a plethora of economic benefits that can be quantified and outlined as 'gross value added', this is discussed further in Section 7.

Apprenticeships and Graduate Experience

Both Apprentice and Graduate development across MLDCs existing and proposed developments are high. Combined with targeted approaches to local resourcing and labour (as detailed above) this aims to improve social mobility and develop foundations for a skilled work force in an industry in which skills shortages are severe.

On average 5.4 apprentices are employed, and 10 qualifications achieved per building, this evidences MLDCs commitments to developing the local workforce.

MLDC work closely with collaborators to encourage uptake of apprentices across the industry to broaden the reach and variety of skillsets developed.

Fair pay for all employees

When acting as direct employer, Manchester Life are committed to paying all employees the Manchester Living wage as a minimum salary.

Creating Community and Neighbourhood Management

Manchester Life play a significant role in creating a strong sense of community, working with local developers, businesses, residents and community police to collaborate on community safety and placemaking. They have helped manage crime and antisocial behaviour in the area, funding additional community policing and investing significantly in external lighting and CCTV.

Contribution to Culture, Arts, and the Community

Historically, Manchester Life have incorporated work of local artists in their developments including photographers, illustrators, sculptors, outdoor artists, and cabinet makers.

Wall and roof murals have been created, helping to establish an attractive and creative neighbourhood and internally artwork for communal spaces has been provided. The use of local artists and creatives broaden the cultural appeal of the area creating an inclusive and vibrant environment.

Award Winning Placemaking

In conjunction with Step Places and the Halle Concerts Society, MLDC won the 2020 Property Awards "Placemaking Award" for its role in transforming the Ancoats area of Manchester over the past five years. Developers were praised for the great community focus of the development and wonderful story of transformation.

Social Inclusion and Activity Planning

As previously mentioned, MLDC are committed to maintaining the end-user experience within their developments and actively promote social inclusion through planning a variety of on-site activities to encourage inter-development socialisation and enhance the community feel across buildings. Activities offered are varied to ensure wide appeal.

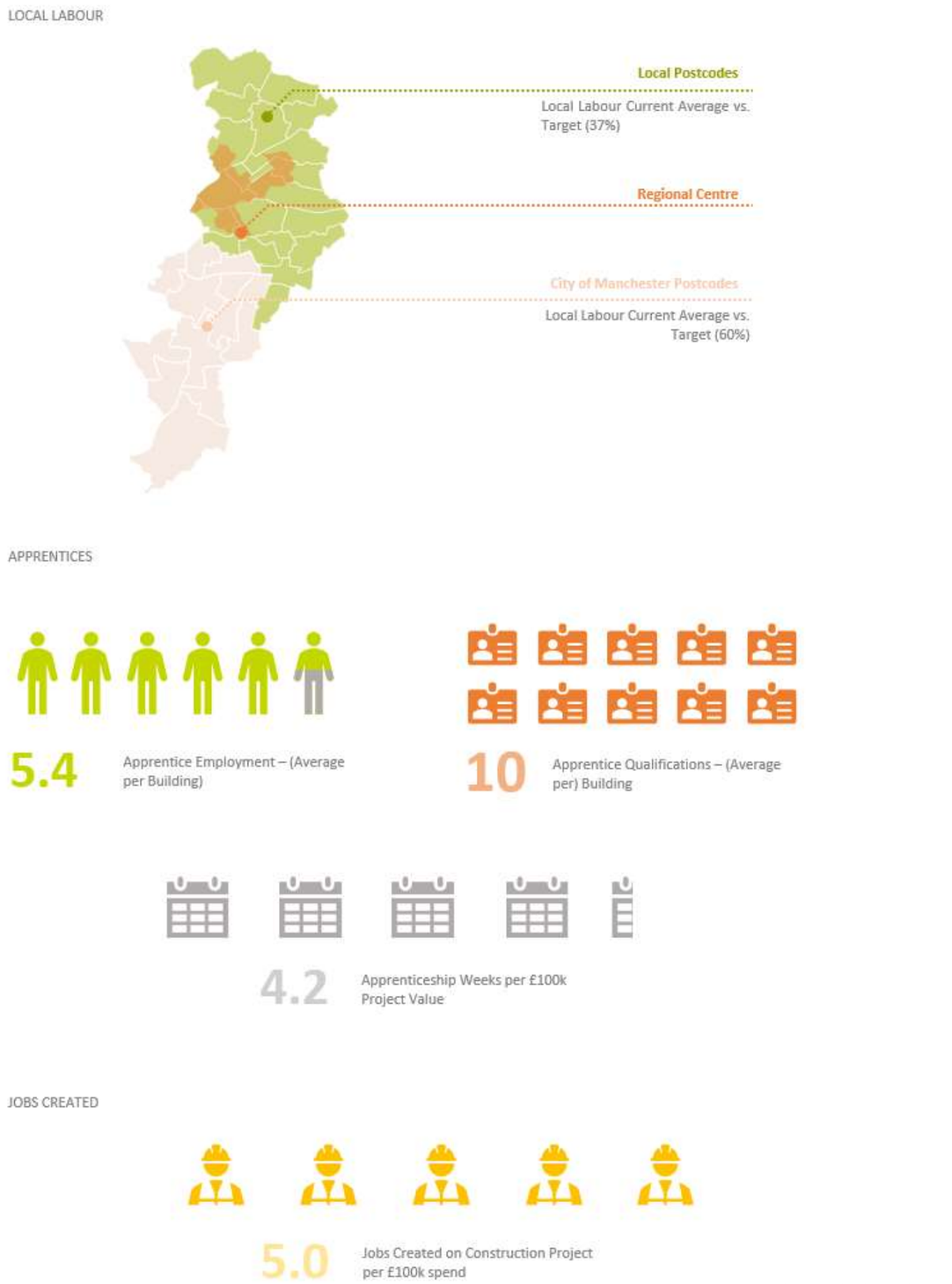


Figure 6-4 MLDC Labour and Job Provision

HEALTHY *Encouraging active and mindful activities, promoting active lifestyles and sustainable travel*

Air Quality

MLDC are aware of the importance of air quality and strive to minimising pollutants resulting from any associated works to create a health positive environment for local communities. The following mitigation measures can be adopted to reduce negative impact on air quality:

Construction – Dust management best practice included within the Construction Environmental Management Plan

Building services – Heating provided by all electric systems powered by grid electricity to avoid fossil fuel combustion on site.

Traffic – Travel plans are produced for each MLDC project which outlines proposals to encourage sustainable travel choices to events. The future Mobility Hub will provide local parking, assessment of this hub suggests that air quality improvements can be derived from its implementation.

Indoor Air quality - maintained through offering tenants natural and mechanical ventilation in line with Part F requirements. This means that minimum ventilation rates can be provided through a filtered air supply, thereby increasing indoor air quality.

Internal Environment

It is recognised that the internal environmental quality can have a significant impact on the health and wellbeing of people interacting with the building. Best practice design standards have been adopted from BREEAM and CIBSE to create a comfortable internal environment in terms of lighting, temperature, acoustics and air quality.

Access to Nature

Across the MLDC portfolio, where it is practical and permissible, external courtyards with planting, seating and areas to socialise are provided to encourage external activity and access to green infrastructure, within the locality, creating a vibrant atmosphere.

Comfortable Microclimate

A range of mitigation measures in the form of green infrastructure is adopted, where possible, to ensure safe and comfortable conditions for pedestrians within the public realm and at entranceways. Mitigation through green infrastructure also unlocks a number of co-benefits such as biodiversity, health & wellbeing benefits of interacting with nature.

Where possible, cooling systems are avoided to minimise energy usage and reduce the urban heat island effect that can be propagated through heat rejection.

Climate Resilience – Keeping Cool

Developments are designed for future climate weather data to mitigate the risk of overheating within residences in the short term and ensure it is adaptable in the long term by providing spatial and technical allowances for future retrofit. The cooling hierarchy is applied to minimise future energy relating to increased cooling with rising temperatures. Externally, where possible, soft landscaping and the building overhang will provide natural shading and urban cooling during heatwaves.

Encouraging Healthy Lifestyle

Where possible, on-site gym and community areas are provided to offer prospective tenants a varied offer and a means of achieving health goals on-site.

With the future development of the Ancoats Mobility Hub, a central point will be provided in which tenants and members of the community can store and repair bicycles and walking through the centre is encouraged by providing secure parking in a desirable area close to amenities, restaurants and shopping.

Considerate Contractor Scoring

A target Considerate Contractor Score of 40, or 4.5 stars, is aimed for across all developments and are typically achieved. This approach ensures a professional approach that is considerate to the local community and environment through assessing how MLDC and their collaborators (contractors etc.):

- Care about appearance
- Respect the community
- Protect the environment
- Secure everyone's safety
- Value their workforce

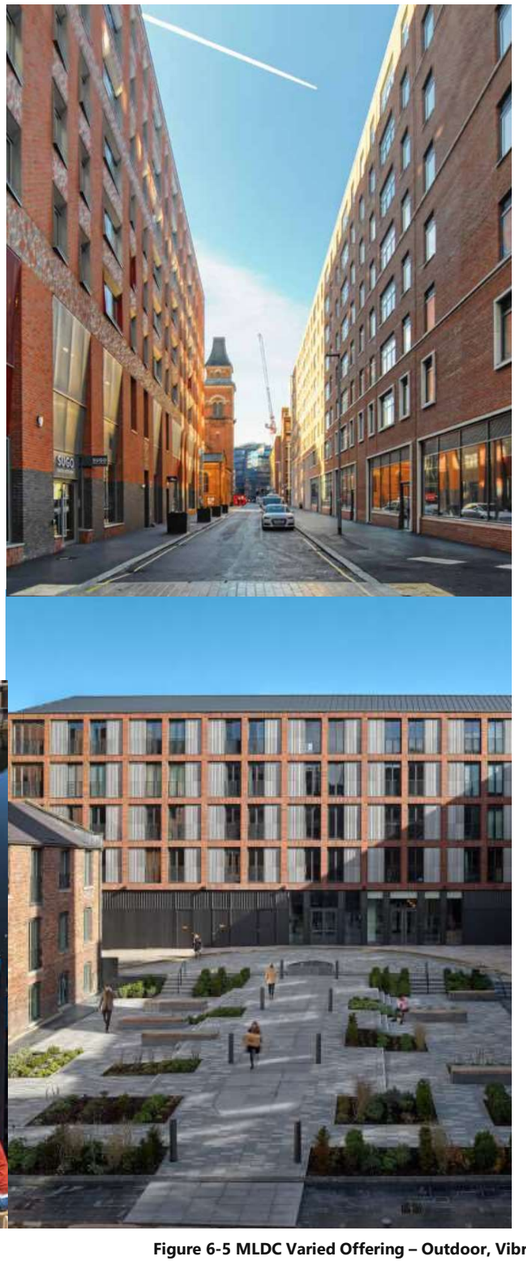


Figure 6-5 MLDC Varied Offering – Outdoor, Vibrant spaces

9.7 Economically Prosperous

"Build a strong, responsible and competitive economy"

VISIONS	
PROSPEROUS	• £15.3m Council Tax receipts from Phase 1 ✓
	• GVA of £140.2 million through indirect and induced employment ✓
	• 165m Invested in Construction ✓
	• Total of 1000 homes and 24000ft2 Commercial Development ✓

Table 7-1 Economic Theme Summary



PROSPEROUS *Creating a hive of enterprise for business growth*

Driving Local Economy

Developing high quality residences on brownfield sites in desirable, walkable locations has resulted in very successful uptake of residents in Phase 1, housing a total of 1,888 working age residents that offer a combined £26.5m of household spend p.a. This combined with the development of local communities with high quality amenities in their proximity, spurs investment into the local economy.

Through constant evaluation of their offering, and ensuring high performing and leading quality, prospective developments MLDC are confident that future developments see the same successful uptake and contribution.

Supporting Local Council

Through investment into the growth of residences within the City Centre, as well as increasing prospective populous and benefitting from the inherent input to the local economy, Phase 1 has resulted in £15.3m in Council Tax receipts over the first 10 years. The continual provision of high-quality residences offering a fantastic place to live and work in subsequent phases will further drive this direct monetary injection to the local council.

Driving Employment

MLDC, through their Phase 1 developments have shown a commitment to maximising local employment and supporting those currently unemployed coordinating with Manchester City Council and the Department for Work and Pensions to provide opportunities for construction industry workers, hosting events to promote local businesses and subcontractors and supporting the unemployed by providing CSCS and basic health and safety training so they were able to take advantage at entry level.

Through continual consideration into developing a varied, valuable offering MLDC continue to bolster employment through; targeting local employment, expanding its management facilities and providing high quality places for businesses to grow, expand or start.

Indirect and Induced Employment

Through indirect and induced employment an estimated 2,347 FTEs job years have been supported over the period of Phase 1 when factoring the circa. 400 construction workers per annum over four years with multipliers provided by The National Housing Federation to determine GVA. The resultant GVA generated through indirect and induced employment equates to £140.2m.

Encouraging SMES

Building on user experience and understanding the value of providing tenants with a vibrant, exciting environment in which they can live, work and play, MLDC continue to develop their commercial tenants profile. Commercial spaces are successfully used at ground floor level to provide services to local residents and contribute to a strong day time and evening economy.

In Phase 1 a total of 23,676ft² has been offered as commercial floor space, with a mix of 8 commercial tenants, offering 113 full time jobs and over £1.6m in business rates over 10 years.



Figure 7-1 Phase 1 Economic Impact

Mobility Hub Economic Impact

Evidenced in Phase 1 reporting, a substantial economic benefit can be derived from local construction and provision of facilities. Temporary construction benefits resulting in an economic uplift are projected to provide £13.4m via indirect and induced benefits.

The provision of retail facilities on site are projected to provide over £250,000 in Tax and Business Rates and an annual GVA of £535,000.

9.8 Mobility Hub Headline Outcomes

The purpose of this section is to summarise the headline outcomes of the sustainability strategy as they pertain to the proposed Mobility Hub development. Key performance metrics and sustainability achievements of the proposed development will be outlined.

	ENVIRONMENTALLY REGENERATIVE	SOCIALY INCLUSIVE	ECONOMICALLY PROSPEROUS
MLDC Vision	Zero Carbon Ready Whole Life Focussed Regenerative & Resilient	Inclusive & Giving Vibrant Healthy	Prosperous
Our Manchester	Liveable and low carbon city Thriving and sustainable city	Connected City Overall vision for the city Highly skilled city Liveable and low carbon city	Progressive and equitable city Thriving and sustainable city
Our People. Our Place	PRIORITY 6 – Safe, decent and affordable housing PRIORTIY 7 – Green city region and a high-quality culture and leisure for all PRIORITY 9 – Healthy lives, with quality care available for those that need it	PRIORITY 2 – Young people equipped for life PRIORITY 3 – Good jobs, with opportunities for people to progress and develop PRIORITY 6 – Safe and Affordable Housing PRIORITY 8 – Safer and stronger communities PRIORITY 9 – Healthy lives, with quality care available for those who need it	PRIORITY 3 – Good jobs, with opportunities for people to progress and develop PRIORITY 4 – A thriving and productive economy in all parts of Greater Manchester
UN Sustainable Development Goals	6 CLEAN WATER AND SANITATION; 7 AFFORDABLE AND CLEAN ENERGY; 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE; 11 SUSTAINABLE CITIES AND COMMUNITIES; 12 RESPONSIBLE CONSUMPTION AND PRODUCTION; 13 CLIMATE ACTION; 15 LIFE ON LAND	1 NO POVERTY; 3 GOOD HEALTH AND WELL-BEING; 4 QUALITY EDUCATION; 8 DECENT WORK AND ECONOMIC GROWTH; 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE; 10 REDUCED INEQUALITIES; 12 RESPONSIBLE CONSUMPTION AND PRODUCTION	8 DECENT WORK AND ECONOMIC GROWTH; 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE; 1 NO POVERTY
Mobility Hub Headline Performance	• All electric strategy taking advantage of continual grid decarbonisation • Enhanced fabric performance and triple glazing reduces primary energy • Provision of EV charging that can be adapted to future requirements • Avoidance of fossil fuel tie-in on site • Predicted 97.6MWh of electricity generated through a 138.6kW PV array • 40% of annual car park and LL energy offset through PV array • 7No. Rapid EV Chargers optimise on-site renewable usage • Space allocation for future installation of batteries to supplement EV provision should demand grow • Design for whole life and end of life to minimise lifecycle carbon • Water consumption minimised where possible through low flow fittings • Habitat loss compensated through provision of new bird boxes and sensitive landscaping • 40% of the Mobility Hub site area is dedicated to public realm with 20 new trees' being planted.	• Jobs and apprenticeships created through construction process and provision of retail areas • MLDC target local employment • Active street frontage creating vibrant atmosphere and security • Node providing dedicated community spaces provided for local residents • Architectural studies to optimise end-user experience in community spaces • Targeted Considerate Contractor Scoring of 4.5 stars • Central hub providing amenities to local community – these include carparking, a car club, cycle storage and a delivery hub • Provision of cycle hire, storage and repair facilities • Central location close to amenities ensures walkability • Reducing negative impact on AQ through avoidance of on-site fossil fuel combustion • Manchester Life is proud to be a Real Living Wage Employer • Contributing to improves connections from the City Centre through Ancoats and om to Miles Platting.	• Financial support of locality through business taxation, local sourcing of materials and employment through construction process and in operation. • GVA through job creation through construction process and future management • Driving local economy through MLDC local employment targets • Active encouragement from MLDC for collaborators to take on apprentices • Projected £13.4m in GVA from indirect and induced benefits • Provision of 16 FTE jobs in-use • Provision of neighbourhood infrastructure which may act as a catalyst for future development to take place

Figure 8-1 Headline Outcomes Summary

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10.0

Justification and Compliance

10.0 Justification and Compliance

10.1 Response to Historic England Comments

During the design process a number of consultations were undertaken with Historic England. Following these, feedback and guidance was received and the proposal was subsequently developed to capture and take on board the comments made. The following comments and responses were given.

Ancoats Green Mobility Hub | Response to Comments

Historic England Comments 26.01.21

Item	Comment	Response	Presentation Reference
1.	*It is proposed that the second site, further to the north-west along Poland Street, will be the location of the new mobility hub. This would be a distinctly modern building, also of considerable scale and massing. In particular it is noted that the external materials and finishes are not drawn from the relatively narrow palette of materials which helps to define the character of the conservation area. It does therefore have the potential to be an incongruous addition to the conservation area, and it is suggested that the applicant offers a justification within their application for why this site merits this juxtaposing design response proposed.*	– Mobility hubs create space designed specifically to house public and shared mobility modes and improve the public realm for local residents and businesses as well as visitors. – The brief of the Mobility Hub provides a unique collection of functions to help support modal shifts towards sustainable transport choices and parcel deliveries aggregation. – Key to the project's success will be the visibility of the Hub's facilities within the area to passers-by to raise its profile. – The site sits at a very visible position at the end of George Leigh Street between the city and the park. The site has the ability to terminate this corridor and establish a new view. – The building can be a distinct marker in the area helping signpost residents and visitors alike. – A key component of the brief is the integration of green living walls coordinated within a series of vertical aluminium fins. – The car park levels will feature plant and fin-covered facades to hide the cars inside. Grand external lift and staircases are highly visible on the exterior and create vertical markers to George Leigh Street and within the park.	
2.	*It is also noted that the character of a number of streets and spaces within Ancoats is partially the result of buildings being sited on the back of the pavement line, which creates a strong sense of enclosure, and emphasises the straight, grid-like nature of the street pattern. Again it is noted that the proposed building would run contrary to this, as it would be set back from the pavement edge, and would orientate its longer elevations at right angles to the road, thereby reducing the sense of enclosure it creates. Again it is suggested that the applicant should amend this, or seek to justify why this has been proposed.*	– The compact nature of the parking structure sits within the 8-Storey datum and as a result of this design frees up valuable public realm at grade. – As a result a wide 10m pedestrian and cycle route is created to the South connecting the city to the Park – The new connection to the park will feature a series of shop fronts accommodating parcel delivery counters, cycle cafe and workshop and a new TfGM style cycle hub – To the East the building is pulled back from the site boundary to help establish the former canal arm route and provide good integration with the park. – To the West the elevation is set back from the street to establish safe turning and vision at a busy junction in the area. Pedestrian and Vehicle movements are separated within this streetscape. – Within the compact urban setting the structure will predominately be seen from close-up. To provide scale to the large building, we propose planted façades. The southern green façade is made up of a plant "shelving system", which interacts with the rhythm of fins	

			and conceals the structure behind. Plant boxes introduce scale and depth, and provide rhythm to the façade.
3.	*It is, however, noted that the current form of the building is influenced by the need to create a structure which can accommodate the panoply of uses proposed. The concentration of uses on the site is identified to have the potential for heritage benefits, such as the ability it provides for the amalgamation of the parking provision for a wider area of sites surrounding the mobility hub. The justification for the current design could therefore be strengthened if the applicant could quantifiably articulate the heritage benefits which the mobility hub would provide, and how these are inherently linked to the current design, scale and footprint of the building.*	–	The building will provide circa 400 parking spaces. New development within the area has historically provided 30% of apartments with a parking space each. At the same ratio new developments totalling 1,333 dwellings could be served. This is a similar number of apartments constructed to date by Manchester Life within the Ancoats and New Islington Area. With car parking still in demand the challenge is to reduce the impact of the car on public realm. Car Parks within residential developments tend to dominate the ground level and reduce the ability for active frontages to be created at ground floor level. – The reduction of vehicle movements in the area as a result of aggregating parking and deliveries will have a significant impact on the streetscape and public realm as well as enable new development to provide more engaging building frontages through shop fronts, workspace and amenity space at ground level where parking would normally take up valuable space.
4.	*We would therefore not conclude that the proposals represent an emphatically unsuitable response to the site. However, given the relatively distinct juxtaposition it will create, the design rationale and justification would need to be clearly articulated in any application.*	–	Noted.

10.2 National Design Guide

This chapter identifies how the Proposed Development has utilised the ten characteristics within the Ministry of Housing, Communities & Local Government, National Design Guide (October 2019) during the design development.

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. Through utilising the National Design Guide, we have sought to produce a well-designed place, that is beautiful, enduring and successful.

REF	NDG SECTION	RESPONSE
	Context	
C1	Understand and relate well to the site, its local and wider context	This building will cause a dynamic shift in use from the existing context of light industrial buildings. The scheme looks to serve the wider area of Ancoats in providing central parking, cycle hub and aggregated parcel distribution to allow a more pedestrian focussed public realm in its area of influence. In this way it is a very different type of building to its surroundings and therefore takes on a different character and representation. The building will help area will be transformed from a series of vacant surface car parks and light industrial sheds to be regenerated in line with the ambitions of the NDF.
C2	Value heritage, local history and culture	The existing site lacks a sense of place and is made up of a series of light industrial sheds. The NDF regeneration framework has identified the aspiration to redevelop the site. The scale of the scheme has been designed to be commensurate with NDF and care has been taken to establish a new connection from Poland Street to Ancoats Green. The scheme is however within the Ancoats Conservation Area and care has been taken to consider the impact of the building on a series of view points have been tested to assess the impact accordingly.
	Identity	
I1	Respond to existing local character and identity	The Proposed Development looks to improve upon the immediate site context, creating a well-designed, sustainable place with a strong new identity to give users, occupiers and owners a sense of pride, helping to create and sustain new and existing communities and neighbourhoods.
I2	Well-designed, high quality and attractive places and buildings	Materials, construction details and planting have been selected with care for their context. They are suitable for their use as part of a high quality infrastructure led proposal.
I3	Create character and identity	The Proposed Development features significant new green walls on a scale that will be unique to Manchester. Whilst the character of the Proposed Development differs from the historic and low rise collection of industrial warehouses within Ancoats it looks to create a strong and positive identity, within the emerging context. The immediate area of the site has few positive qualities, as such a new and positive character will help to enhance its identity.

REF	NDG SECTION	RESPONSE
	Built Form	
B1	Compact form of development	The overall quantum of accommodation contained within the development has been derived as a product of the composition and massing of the building in response to location, orientation and programme. As a result, the compact form of the building creates a significant amount of new public realm on the site the compliments and connects directly to Ancoats Green.
B2	Appropriate building types and forms	The inclusion of a distinctly new type of building should be viewed as a positive contribution to this part of the city. It will act as markers / landmarks and provide a positive contribution to views. The impact of the buildings on local character and views has been tested as part of the application.
B3	Destinations	Along with the Ancoats Green / park at the centre of the wider development it is likely that the building will become a destination in its own right due to the wide variety of travel choices it will offer the neighbourhood.
	Movement	
M1	"A connected network of routes for all modes of transport"	the Proposed Development includes a new cycle hub that connects into a new route connecting Ancoats Green to Poland Street and the wider area. Clear Pedestrian priority pathways are provided adjacent to the southern elevation, distinct and separated from vehicular entrances. The site is strategically well positioned close to Oldham Road and centrally within it's area of influence to serve an existing and emerging residential neighbourhoods.
M2	Active travel	Primary vehicular circulation has been contained to the north of the site allowing the southern routes to be kept vehicle free. Movements between the park and Poland St will be kept to cyclists and pedestrians ensuring the park is for people not vehicles.
M3	"Well-considered parking, servicing and utilities infrastructure for all users"	The Car Parking has been positioned above the ground floor to help maximise the active frontage to the southern elevation. Due to the number of movements associated with the car park the ramp has been positioned to the north of the site closest to Oldham Road the main artery.

REF	NDG SECTION	RESPONSE
	Nature	
N1	"Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play"	A new southern route has been designed with trees, planting, rain gardens and season foliage. It helps extend and connect to Ancoats Green. The space is large enough to allow flexible use for visitors.
N2	"Improve and enhance water management"	To minimise the risk and impact of localised flooding on and off-site, watercourse pollution and other environmental damage, a site-specific Flood Risk Assessment and Drainage Strategy Report has been prepared.
N3	Support rich and varied biodiversity	The Proposed Development replaces a tarmac / concrete surface car parks and surrounding light industrial buildings. The new landscape included within the development contains significant new tree planting in addition to a greatly enhance biodiversity in the development area.
	Public Spaces	
P1	Create well-located, high quality and attractive public spaces	The proposed new southern link to Ancoats Green has been designed to be accessible for all. The space is large enough to allow flexible use for both visitors. As a high quality public space the landscape design ensures the space has a natural and informal feel that people feel comfortable in.
P2	Provide well-designed spaces that are safe	The new building is positioned on the northern edge of the site and provides extensive active frontage to the south with a mix of commercial uses and building entrances to ensure that different activities will occur through the day. Natural surveillance is provided from these spaces and the entrances to the parking area of the building are highly glazed to ensure good visibility from within.
P3	"Make sure public spaces support social interaction"	The informal nature of the southern landscape space and the adjacent commercial uses it serves is hoped to encourage social interaction. Areas for spill-out and seating in front of the café are provided also.
	Uses	
U1	A mix of uses	The majority of the volume of the building is parking however the ground floor has a mix of uses including cycle hub, café, parcel retrieval spaces.
U2	A mix of home tenures, types and sizes	Not applicable
U3	Socially inclusive	The building is designed to serve the wider neighbourhood of Ancoats. The cycle hub will be open and accessible to all, as will the cycle hire facilities and car club.

REF	NDG SECTION	RESPONSE
	Homes and Buildings	
H1	"Healthy, comfortable and safe internal and external environment "	No Residential uses included, so not applicable, except for the building respects the surrounding existing uses and is designed to reduce any sound generation from plant and light spill from the car park to appropriate levels.
H2	"Well-related to external amenity and public spaces"	The building is positioned towards the northern boundary to increase public space and connections between Poland Street and Ancoats Green
H3	"Attention to detail: storage, waste, servicing and utilities"	All waste generated in the building will be stored out of view. The building is serviced by a clear vehicular strategy to provide good access for all facilities and activities. A maintenance strategy has been developed to be able to access the green wall facades that does not significantly impinge or close footways through the use of MEWPS
	Resources	
R1	Follow the energy hierarchy	The Proposed development is accompanied by an Environmental Standards Statement produced by Buro Happold.
R2	"Careful selection of materials and construction techniques"	Selection of materials have been carefully chosen to maximise the bio-diversity of the building, ensure the natural ventilation of the parking levels and discretely disguise the primary structure.
R3	Maximise resilience	The building is designed to be energy efficient, reducing mechanical services and providing significant PV array and battery storage to locally and efficiently provide energy generation to support the building's activities.
	Lifespan	
L1	Well-managed and maintained	To ensure that the landscape and green walls are maintained to a high standard a Management and Maintenance report has been prepared for MLSDC which describes the maintenance operations.
L2	"Adaptable to changing needs and evolving technologies"	25% of the parking spaces will be provided with EVCP's. The infrastructure for all of the other spaces will be provided and there is the ability to expand the number of EVCP's easily in relation to demand.
L3	A sense of ownership	Public and private spaces are well-designed and clearly define the boundaries for private, shared and public spaces in order to ensure occupants will use, value and take ownership of them.

11.0

Amount and Use

11.0 Amount and Use

11.1 Schedule of Accommodation

Ground Floor		Area Sqm
Delivery Hub	Storage Area	275
	Vehicle Route Through	365
	Delivery Counter	39
	Pick Up Lockers	40
	Staff Mess	36
Cycle Hub	Storage	139
	Lockers	40
	Changing	66
Cafe	Seating	162
	Kitchen	16
	Store	5
	WC	7
	Bin Store	12
	Bin Store (adjacent to transformer room)	5
	Corridor	14
Plant/MEP	Transformer Room	20
	LV Switchroom	15
	ENW/RMU Room	10
	Cold Water Storage	20 (under ramp)
Total		1285 sqm

Car Park Levels				Area Sqm	
	Standard Parking Bays	Disabled Parking Bays	Total	Stair/Lift Core	Car Park
Level 0 (Ground)	0	0	0	100	518 (ramp)
Level 1	54	4	58	100	1546
Level 2	54	4	58	100	1546
Level 3	54	4	58	100	1546
Level 4	54	4	58	100	1546
Level 5	54	4	58	100	1546
Level 6	54	4	58	100	1546
Level 7	60	0	60	100	1546
Roof	0	0	0	80	0
Total	384	24 6% allocation	408	880 sqm	11,340 sqm

Cycle Spaces	No.
Total	150 (75 double stacked)

Total Development Area	Sqm
Ground Floor/ Commercial	1285
Stair/lift cores	880
Car Park	11,340
Total Development Area	13,505 sqm

11.2 Planning Drawing Register

Sheet Name	Drawing Number	Revision	Revision Date	Drawing Status	Scale	Size	Drawing Type
Existing Plans							
Site Location Plan	9032-BA-XX-00-DR-A-(01) 000	P0	29.04.21	Planning	1:1250	A2	Plan
Ground Floor - Existing	9032-BA-XX-00-DR-A-(01) 001	P0	29.04.21	Planning	1:200	A2	Plan
Ground Floor - Demolition Plan	9032-BA-XX-00-DR-A-(01) 002	P0	29.04.21	Planning	1:200	A2	Plan
Proposed Plans							
Ground Floor	9032-BA-XX-00-DR-A-(04) 000	P0	29.04.21	Planning	1:200	A2	Plan
First Floor	9032-BA-XX-01-DR-A-(04) 001	P0	29.04.21	Planning	1:200	A2	Plan
Second Floor	9032-BA-XX-02-DR-A-(04) 002	P0	29.04.21	Planning	1:200	A2	Plan
Third Floor	9032-BA-XX-03-DR-A-(04) 003	P0	29.04.21	Planning	1:200	A2	Plan
Fourth Floor	9032-BA-XX-04-DR-A-(04) 004	P0	29.04.21	Planning	1:200	A2	Plan
Fifth Floor	9032-BA-XX-05-DR-A-(04) 005	P0	29.04.21	Planning	1:200	A2	Plan
Sixth Floor	9032-BA-XX-06-DR-A-(04) 006	P0	29.04.21	Planning	1:200	A2	Plan
Seventh Floor	9032-BA-XX-07-DR-A-(04) 007	P0	29.04.21	Planning	1:200	A2	Plan
Lower Roof Plan	9032-BA-XX-08-DR-A-(04) 008	P0	29.04.21	Planning	1:200	A2	Plan
Upper Roof Plan	9032-BA-XX-09-DR-A-(04) 009	P0	29.04.21	Planning	1:200	A2	Plan
Site Plan	9032-BA-XX-XX-DR-A-(04) 010	P0	29.04.21	Planning	1:500	A2	Plan
Elevations							
East Elevation	9032-BA-XX-XX-DR-A-(05) 001	P0	29.04.21	Planning	1:200	A2	Elevation
North Elevation	9032-BA-XX-XX-DR-A-(05) 002	P0	29.04.21	Planning	1:200	A2	Elevation
West Elevation	9032-BA-XX-XX-DR-A-(05) 003	P0	29.04.21	Planning	1:200	A2	Elevation
South Elevation	9032-BA-XX-XX-DR-A-(05) 004	P0	29.04.21	Planning	1:200	A2	Elevation
Street Elevations	9032-BA-XX-XX-DR-A-(05) 005	P0	29.04.21	Planning	1:500	A2	Elevation
Bay Elevation - South Elevation	9032-BA-XX-XX-DR-A-(05) 010	P0	29.04.21	Planning	1:20	A1	Elevation/Section
Bay Elevation - Stair Cores	9032-BA-XX-XX-DR-A-(05) 011	P0	29.04.21	Planning	1:20	A1	Elevation/Section
Bay Elevation - North Elevation	9032-BA-XX-XX-DR-A-(05) 012	P0	29.04.21	Planning	1:20	A1	Elevation/Section
Sections							
Sections AA & BB	9032-BA-XX-XX-DR-A-(06) 002	P0	29.04.21	Planning	1:200	A2	Section
Section CC & DD	9032-BA-XX-XX-DR-A-(06) 003	P0	29.04.21	Planning	1:200	A2	Section
Visuals							
CGI - George Leigh Street	9032-BA-XX-00-DR-A-(07) 001	P0	29.04.21	Planning	nts	A3	CGI
CGI - Poland Street North	9032-BA-XX-00-DR-A-(07) 002	P0	29.04.21	Planning	nts	A3	CGI
CGI - Ancoats Green	9032-BA-XX-00-DR-A-(07) 003	P0	29.04.21	Planning	nts	A3	CGI
CGI - Poland Street South	9032-BA-XX-00-DR-A-(07) 004	P0	29.04.21	Planning	nts	A3	CGI
Schedules							
Accommodation Schedule	9032-BA-XX-00-SH-A-(09) 001	P0	29.04.21	Planning	nts	A3	Schedule

Buttress

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