



Ancoats Mobility Hub

Planning Statement (incorporating
Green & Blue Infrastructure Statement)

May 2021

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1. Introduction

- 1.1 This Planning Statement (the “Statement”) has been prepared by Deloitte LLP and submitted to Manchester City Council (MCC) by Manchester Life Strategic Development Company Limited (the ‘Applicant’, hereby referred to as ‘MLSDC’), in respect of land 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. This Statement incorporates a Green and Blue Infrastructure Statement as required by Manchester City Council’s Validation Checklist.
- 1.2 The Site comprises brownfield land of approximately 0.33 ha, which is currently occupied by low-rise, multi-tenanted industrial estate units and hardstanding. A full description of the Site is provided in Section 3 of this Statement, summarising its history and supportive planning context.
- 1.3 The Proposed Development is known as the Ancoats Mobility Hub (“the Mobility Hub” or “the Hub”) and provides secure cycle parking, car parking spaces with EV charging points (including spaces for car sharing and car clubs), a ground floor retail unit and a delivery hub within an 8-storey building.
- 1.4 The Proposed Development will result in the effective reuse of a brownfield site that has been identified in various regeneration plans for over 20 years, including most recently, the Poland Street Zone Neighbourhood Development Framework 2020 (hereby referred to as ‘the NDF’).
- 1.5 As such, the Site falls within an area that together with the adjoining neighbourhoods, such as New Islington and Beswick, has seen significant investment and transformation over the last 20 years. The Site is a key opportunity to build on the transformative work that has taken place to date.
- 1.6 Ancoats is now one of the most sought-after neighbourhoods in Manchester and the NDF provides a strategy for the area in order to guide its positive regeneration and deliver an attractive and successful neighbourhood of choice where increasing numbers of people would choose to live, work and invest.
- 1.7 This Proposed Development will provide sustainable transport choices, smart logistics and other shared neighbourhood services in accordance with the strategic priorities of the City. It will support effective neighbourhood place management and placemaking within Ancoats as it continues to regenerate and develop.
- 1.8 The City Centre Transport Strategy (March 2021) developed by Transport for Greater Manchester, Manchester City Council and Salford City Council has been prepared to guide how city centre transport is improved across the next two decades. The Strategy outlines the role that Mobility Hub’s will play in the future of city centre access and supports the development of a Mobility Hub within Ancoats.
- 1.9 This Statement assess the Proposed Development against the requirements of the Development Plan and other material considerations that inform the decision-making process.

Proposed Development

Description of Development

- 1.10 The description of development as set out in the enclosed Application form is as follows:

Application for Full Planning Permission for demolition of existing structures and erection of a mobility hub to include secure cycle and car parking spaces, a ground floor retail unit (Use Class E(b)) a delivery hub for the local area, access and servicing, landscaping, and associated works.

- 1.11 In summary the development will provide:

- A delivery hub providing logistic requirements for the proposed 1,500 new homes in the Poland Street Zone. As part of this service there will be a last-mile delivery function where parcels will be transferred from the Hub to individual apartments by e-cargo bike or electric vehicle.
 - 221 sq. m. of commercial floorspace suitable for a restaurant or café (Use Class E(b)) which could provide a valuable amenity for the neighbourhood.
 - Secure cycle store for 150 bikes and dedicated cycle lockers and changing facilities for members. Additionally, the Proposed Development will host a node of the Transport for Greater Manchester (TfGM) city-wide bike hire scheme when it comes forward.
 - 408 car parking spaces including 25% EV charging provision with infrastructure in place to allow growth in line with demand up to 100% provision. Spaces in the short term are likely to be used by visitors and commuters, however, the long-term ambition is for the Hub to provide car parking spaces predominately for the residents of the Poland Street Zone.
 - Car club and car share facilities to allow local residents to access a car as required from a central fleet of vehicles which will be located within the Mobility Hub.
 - Living green walls using climbing plants will establish an interesting and natural feature on the South, East, and West elevations that will screen the car park.
 - Rooftop photovoltaic (PV) panels will provide power generated by renewable energy. This power will be used to directly support rapid EV charging points.
- 1.12 A full description of the Proposed Development is provided in Section 4 of this Statement, and the supporting Design and Access Statement prepared by Buttress architects.
- 1.13 The Mobility Hub will be owned by Manchester City Council and they will appoint a partner to manage the operations at the development. MLSDC is acting as the development manager and will have a significant role in delivering the Hub.
- 1.14 The Applicant is Manchester Life Strategic Development Company Limited which is a joint-venture between Abu Dhabi United Group and Manchester City Council.

Wider Development

- 1.15 The application relates to a Site known as the Ancoats Mobility Hub and is one of six sites which has been identified for the next phase of development in the Ancoats and New Islington neighbourhood. The image below shows the six development sites.

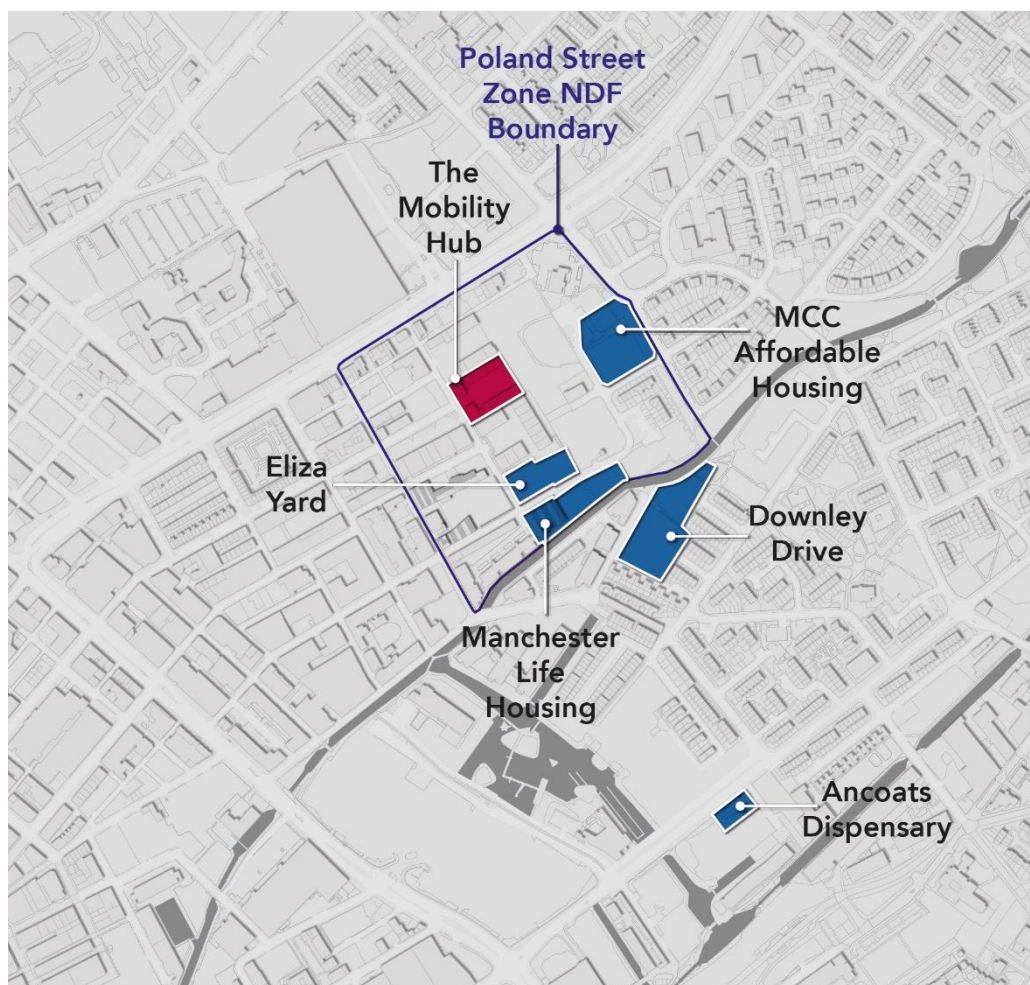


Figure 1.1 - Image of the six development sites identified for the next phase of development in the Ancoats and New Islington neighbourhood.

1.16 Once developed these proposals would provide:

- The Ancoats Mobility Hub which will encourage active travel within the neighbourhood and beyond.
- Active ground floor uses through the inclusion of commercial units.
- Over 400 new homes, including a large amount of affordable housing.
- Redevelopment of the Grade II listed Ancoats Dispensary.

1.17 Applications for planning permission, and where necessary, listed building consent, are being submitted concurrently for the Mobility Hub, Eliza Yard, Downley Drive and Ancoats Dispensary. With applications for the remaining two sites being submitted at a later date as their designs develop.

1.18 Each application is to be considered on its own merits in terms of the planning considerations, however, as they will collectively represent the next stage of development at Ancoats, a cumulative assessment has been carried out where necessary.

Pre-application Consultation

- 1.19 The Proposed Development has evolved through consultation with a wide range of stakeholders, including members of the local community; MCC as the planning and highways authority, Greater Manchester Police; Historic England; Local Elected Members; adjacent landowners and developers.
- 1.20 This consultation approach adheres to the requirements set out by national and local policy. A full description of the pre-application stakeholder engagement process, including responses to the key issues, are set out within the Statement of Consultation prepared by Deloitte Real Estate and submitted as part of this application.
- 1.21 In light of the significant impact COVID-19 has had on the ability to engage with local residents on development proposals, specifically the restrictions around physical consultation events due to social distancing measures, the main consultation platform for engagement has been digital.
- 1.22 An extensive process of pre-application engagement has been implemented by the project team to ensure that the approach to the scheme's design development has been properly communicated and discussed and, where possible, points raised during these discussions have been taken into account. This exercise has taken place in two phases as set out below.

Phase 1: Ancoats Next Phase of Development

- 1.23 As the next step towards regeneration in the neighbourhood, Manchester Life worked alongside Great Places to prepare a public consultation on the early stage plans for the developments across the six sites between 8 December 2020 and 11 January 2021.
- 1.24 Further to an initial leaflet drop in November 2020 to approximately 4,600 local businesses and residents, a dedicated website for the next phase of development was used to gather the public's opinions on the schemes. Over the 5-week consultation period the website received 2,007 visitors and 102 responses. 91% of the respondents were local residents.
- 1.25 Following the completion of the consultation on 11 January 2021 the website was updated on 8 March 2021 to include a summary of the consultation comments that were received and an explanation of how the proposals will evolve in response to the comments.

Phase 2: Detailed Application Specific Consultation

- 1.26 A second phase of consultation on more detailed plans for four of the sites (the Mobility Hub, Eliza Yard, Downley Drive and Ancoats Dispensary) took place between 7 April 2021 and 16 April 2021.
- 1.27 A leaflet drop took place in April 2021 to the same 4,600 local businesses and residents that were invited to the first phase of consultation. The dedicated website was updated to include further details on the four schemes.
- 1.28 A total of 2,129 visits were made to the consultation website during the consultation period with 1,905 unique visits. A total of 117 responses were received via the website alongside four additional emails sent direct to the organisers.

EIA Screening

- 1.29 A formal Request for an EIA Screening Opinion was submitted to MCC on 31 March 2021 and a formal response was received from MCC on 4 May 2021. The key considerations for the Proposed Development were set out in the Screening Opinion from Manchester City Council, which also confirmed the application did not need to be supported by an EIA.

Application Documentation

- 1.30 This Application is supported by the following documentation, agreed in advance with Manchester City Council and prepared in accordance with the Local Validation Checklist:

Validation Requirements

- Planning application form and ownership certificates prepared by Deloitte Real Estate;
- Application site plan and location plan prepared by Buttress Architects;
- Planning application drawings prepared by Buttress Architects and Planit;
- Design and Access Statement prepared by Buttress Architects, including a schedule of accommodation and input from Planit on landscaping;
- Heritage Statement prepared by Buttress Architects;
- Archaeological Desk Based Assessment prepared by Salford Archaeology;
- Flood Risk and Drainage Strategy prepared by Hill Cannon;
- Environmental Standards and Energy Statement prepared by Buro Happold;
- Statement of Consultation prepared by Deloitte Real Estate;
- Noise Assessment prepared by Sandy Brown;
- Air Quality Report prepared by Hoare Lea;
- Phase 1 Site Investigation Report prepared by E3P;
- Ecological Assessment prepared by Tyler Grange;
- Arboricultural Impact Assessment prepared by Tyler Grange;
- Transport Assessment prepared by Hydrock;
- Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects;
- Framework Construction Management Plan prepared by Manchester Life Strategic Development Company;
- Local Benefit Strategy: Statement of Intent prepared by Manchester Life Strategic Development Company;
- Crime Impact Statement prepared by Greater Manchester Police;
- Ventilation Strategy prepared by Buro Happold;
- Daylight/Sunlight Assessment prepared by GIA;
- TV Reception Survey prepared by PagerPower; and,
- Operational and Car Parking Management Statement prepared by Manchester Life Strategic Development Company.

Non-Validation Requirements, prepared to assist in determining the application

- Health Impact Statement prepared by Buro Happold;
- Strategic Case for the Hub prepared by Hillbreak;
- Technical Case for the Hub prepared by Deloitte; and,
- Sustainability Statement prepared by Buro Happold.

Document Structure

1.31 The remainder of this Statement is structured as follows:

- Section 2 – Strategic and Economic Context of the Proposals;
- Section 3 – Site Description and Physical Context of the Site;
- Section 4 – Development Proposals;
- Section 5 – Summary of the Proposed Development and the Material Considerations;
- Section 6 – Planning Assessment of the Key Site-specific Planning Considerations relevant to the Determination of the Application; and,
- Section 7 – Summary and Conclusions of the overall merits of the Proposals.

2. Economic and Regeneration Context

- 2.1 This Chapter details the socio-economic, planning and regeneration context of Manchester's City Centre and the wider Regional Centre, including Ancoats and New Islington.

Ancoats and New Islington: The Journey So Far

- 2.2 The Proposed Development forms part of wider phase of development to take place in Ancoats and New Islington over the coming years. This will continue the area's transformation into a neighbourhood of choice which is now one of the most sought-after residential neighbourhoods in Manchester's City Centre which has been expanding, including eastwards towards the Etihad Campus.
- 2.3 During the late 18th to early 20th century, Ancoats and New Islington was a thriving industrial district of Manchester, until it suffered significant economic decline during the post-war years.
- 2.4 The decline of Britain's textile industry saw Ancoats' population decline. By the 1990s the area was suffering from high levels of crime and dereliction. From the early 1990s onward the City Council has worked in conjunction with government agencies, businesses, community stakeholders and developer partners to develop and deliver comprehensive regeneration strategies in the area. However, the 2008 financial crisis halted many previous regenerations and placemaking efforts.
- 2.5 With the remaining community vulnerable and a severe housing shortfall in the city, Ancoats was identified as a priority area for intervention on the eastern edge of the City Centre. Following a series of coordinated interventions and partnerships, Ancoats has now seen its population grow and is noted as one of the most liveable communities in the country. Developers, landlords, cultural venues, local businesses and community groups now contribute towards community cohesion, safety, and the continued improvement of public spaces.
- 2.6 Critical infrastructure has been delivered including the completion of Cutting Room Square in 2010 and Cotton Field Park in 2011. A permanent home for the Manchester Grammar School sponsored New Islington Free School opened in September 2013. New homes have been delivered, facilitating the area's transformation into a neighbourhood of choice. Prominent local businesses include Rudy's which opened its first outlet in Ancoats in 2015, the Jane Eyre which was Manchester Life's first commercial tenant to open in 2018, Pollen Bakery who won Coffee Shop of the Year at the Manchester Food and Drink Festival 2019 and Mana which became the first restaurant in Manchester since 1977 to be awarded a Michelin Star in 2019.
- 2.7 A central element to the neighbourhood's success has been a strong vision for regeneration, embedded within the Ancoats and New Islington Neighbourhood Development Framework originally prepared by Manchester City Council in 2012 and updated in 2016 and 2020. This is discussed in greater detail later in this section. However, another key component is partnership working to deliver maximum benefit at both a neighbourhood and city-wide scale. This joined-up approach has been a central element to the next, emerging phase of development which the Proposed Development is a part of.
- 2.8 Three companies have come together to deliver this next phase of development: Manchester Life Development Company, Great Places Housing Group, and Manchester City Council. Between them the following six sites will be delivered, delivering substantial public benefits in addition to creating over 400 new homes across the neighbourhood.
- **Ancoats Mobility Hub** – innovative neighbourhood infrastructure that seeks to challenge the conventions of parking, street usage, mobility, and logistics in a city centre environment which will

be delivered by Manchester Life Strategic Development Company Limited but will be operated by Manchester City Council and their selected management company.

- **Eliza Yard** – a residential development which will be delivered by Manchester Life.
- **Downley Drive** – Affordable Housing development being delivered by Great Places.
- **Ancoats Dispensary** – Affordable Housing development being delivered by Great Places that will facilitate the redevelopment of the Grade II Listed Ancoats Dispensary.
- **Plot C, Ancoats** – residential development of an underutilised site fronting the Rochdale Canal which will be brought forward by Manchester Life.
- **Affordable Housing Site** – a site that has been identified for the delivery of Affordable Housing by Manchester City Council.

2.9 As described earlier in this Statement, a coordinated public consultation exercise was undertaken between December 2020 and January 2021 to highlight the sites that were coming forward and to explain their combined benefits. It presented an opportunity for the community to comment on the proposals whilst at an early stage. This exercise, and the output from it, is described in greater detail within the Statement of Consultation prepared by Deloitte and submitted as part of this application.

2.10 This phase of development will deliver a complementary set of developments that when combined will further diversify the offer within Ancoats and New Islington. It is considered that the following **collective benefits** will be delivered by the developments coming forward:

Social Benefits



Delivery of new homes, including Affordable Housing, increasing the range of housing options locally.



Bringing activity and vitality to the area, supporting the creation of inclusive routes and connections through the neighbourhood.



Increasing natural surveillance within the neighbourhood improving safety and security in the area both during the day and at night.



New commercial units providing opportunities for commercial, social, and community uses.



Reduced vehicle movements across Ancoats as a neighbourhood due to centralised parking facilities at the Ancoats Mobility Hub.



Facilitating the rejuvenation of the Ancoats Dispensary, a cultural landmark with significant local importance to the neighbourhood as well as the wider city of Manchester.

Economic Benefits



Creation of jobs through the construction and operational phases of the development, including further indirect employment within the supply chain.



Further job creation and additional economic benefits through the operation of commercial units.



Delivery of new homes and commercial units thus providing Council Tax and Business Rates receipts to MCC in perpetuity.



Facilitating the development of vacant and/or underutilised parcels of land across the neighbourhood.



Increasingly the residential population within the neighbourhood, with a subsequent increase in spending within the local and city centre economy.

Environmental Benefits



Sustainable reuse of underutilised brownfield land and an 'at risk' Grade II listed building.



Securing the beneficial, long-term, re-use of the Ancoats Dispensary and allowing the architectural and heritage significance to be fully appreciated, whilst removing the risk of further deterioration to this Grade II Listed Building, and the risk to public safety.



Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.



Offering the potential to centralise delivery services across Ancoats within a single hub rather than multiple deliveries going to individual buildings. Last-mile delivery could be via e-cargo bike.



Substantial cycling facilities available for residents within new developments and bike hire available centrally within the Ancoats Mobility Hub.



Improved pedestrian and cycle linkages which will encourage the use of sustainable modes of transport and connect key regeneration areas and transport hubs.



Dedicated and well managed car club spaces within a central facility at the Ancoats Mobility Hub.

2.11 The Proposed Development will play a critical role in delivering these wholesale benefits across Ancoats and New Islington. Whilst an independent planning application, it is important to recognise its role in delivering a diverse phase of development across the neighbourhood with each element complementing the others that will be delivered in the coming years.

2.12 The individual contribution of the Proposed Development is presented within Chapter 4 of this Statement.

Economic Context

Introduction

2.13 Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the city will be home to 627,000 residents by 2025.¹

2.14 Population growth in recent years has been particularly evident in a younger 20-24- and 25-39-years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.

2.15 Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.

2.16 Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit

¹ MCC (2020) State of the City Report 2020

and do business. In 2018, Manchester's GVA per head of resident population was £41,177, compared to £28,729 for the UK average, and is an increase from £37,634 in 2016.²

- 2.17 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 2.18 Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Manchester – A Growing City

- 2.19 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 2.20 With a current estimated population of 552,858³ Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.
- 2.21 The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of over £66.45 billion, accounts for around two fifth of the North West's economic output⁴. In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester.⁵ The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City. There is an access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.
- 2.22 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.
- 2.23 Manchester is one of the fastest growing cities in Europe. Employment growth of 9.9% is forecast for Greater Manchester between 2016 to 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase with a 41.2% change

² Manchester City Council, State of the City Report 2020

³ Office for National Statistics, Population Estimates for UK, England and Wales, Scotland and Northern Ireland: mid-2019 – April 2020 Geography (released 22 Jan 2021), <https://www.ons.gov.uk/datasets/mid-year-pop-est/editions/mid-2019-april-2020-geography/versions/2>

⁴ Office for National Statistics, Regional Gross Value Added (balanced) per head and income components tables (released 19 December 2019), <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

⁵ Office for National Statistics, *ibid*.

forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.7% per year, increasing to over £88.4 billion by 2036.⁶

Encouraging the growth of a dynamic private sector

- 2.24 With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London⁷.
- 2.25 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.
- 2.26 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for example. In addition, the North West is headquarters to tech companies including boohoo, Booking.com, AO.com as well as privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester⁸.

Mobile and Skilled Workforce

- 2.27 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City⁹. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester¹⁰.
- 2.28 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

National, Regional and City Region Connectivity

- 2.29 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's travel to work area capacity (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 2.30 Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015 and the Second City Crossing, which opened in 2017. More recently, an extension linking Cornbrook with the Trafford Centre and Trafford Park completed in 2020. These investments have led to the Metrolink offering substantial coverage across the Greater Manchester conurbation. There is also strong access to mainline rail services from Manchester Piccadilly Station, Oxford Road Station and Deansgate Station. In the

⁶ Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2018 – Baseline, <https://www.greatermanchester-ca.gov.uk/what-we-do/economy/greater-manchester-forecasting-model/>.

⁷ Ernst and Young (EY) *EY UK Attractiveness Survey (May 2020)*, https://www.ey.com/en_uk/attractiveness/20/uk-attractiveness-survey

⁸ Savills, *Market in Minutes: Manchester Offices* (Winter 2019) https://www.savills.co.uk/research_articles/229130/293405-

⁹ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

¹⁰ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education>.

future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

- 2.31 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Residential supply and demand

- 2.32 Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures.
- 2.33 As reported in Deloitte's most recent Manchester Crane Survey, the number of new units under construction within central Manchester during 2020 was 12,322. This figure was broadly comparable with data from 2019 (12,178, and whilst down on figures from 2018 (14,480), still demonstrate a consistent level of delivery within the city centre. Importantly, 4,698 units started on-site in 2020 representing a 45% increase on 2019 figures showing continued confidence in the residential market despite the pressures of Covid-19. Therefore, delivery in 2021 and beyond will continue to address the chronic levels of undersupply experienced since 2008¹¹.
- 2.34 The growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the City Centre support the lifestyle aspirations and focused growth on City Centre living. In particular, the city-centre's position as a focal point for office-based job opportunities underpins its strength as a place to live.
- 2.35 Despite a turbulent market in 2020, the amount of office space that has been pre-let remains at 36% of total volume of floorspace currently under construction¹². The growth and constraint on office space availability is driven by some significant pre-lets in both Salford and Manchester. The amount of pre-let office occupiers demonstrates a resilient Manchester market, despite the effects of Covid-19.
- 2.36 Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand¹³. This is as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the city-centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester¹⁴, strong demand for city centre living remains evident.
- 2.37 A prevalent trend in the City Centre's residential market is the delivery of Build to Rent accommodation. Due to the city centre's continued attraction to young professionals, it is considered that this tenure will continue to be important within a more general mix of residential choice within the city. This reflects the trend towards this type of tenure both in Manchester and nationally. It is a form of development that can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance, and flexibility.
- 2.38 However, equally, there is also a need for high quality 'market sales / For-Sale' accommodation which caters for families, young professionals, and professional couples who are looking to maintain the benefits of city-centre

¹¹ Deloitte, Manchester Crane Survey 2021.

¹² Ibid

¹³ JLL, How new high-rise apartments are transforming Manchester (2019), <https://www.jll.co.uk/en/trends-and-insights/cities/how-new-high-rise-apartments-are-transforming-manchester>

¹⁴ Manchester City Council – Monthly Economic Update – December 2020

living whilst getting a foothold on the property market. The Deloitte Crane Survey¹⁵ notes that the ‘For-Sale’ market remains relatively strong with 3,639 of the homes under construction due to be sold to owner occupiers.

- 2.39 Given Ancoats and New Islington’s strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new dwellings to support population and economic growth. The neighbourhood setting offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment. Whilst practically self-sufficient as a neighbourhood in terms of its offer to residents, it is also a short walk from NOMA, the Northern Quarter, Deansgate, Etihad Campus, and Piccadilly Basin which provide further cultural, leisure, retail and arts facilities.

Impact of COVID-19

- 2.40 The anticipated opening year for the development of 2023 is beyond the point when the Bank of England expects the economy to have recovered from the impact of COVID-19. The recovery in GDP is projected to reach its 2019 Q4 level by 2022 Q1. Household spending and GDP are expected to pick up once restrictions loosen, and the impact of the vaccine begins to take effect¹⁶.
- 2.41 The next phase of development at Ancoats will be a timely and important development for the city to support economic recovery and growth. As part of the Government’s ambition to ‘level up’ the economy, which has been accelerated by COVID-19, there is a surge of demand to relocate Government Departments away from London to cities elsewhere in the UK such as Manchester.
- 2.42 In conclusion, the provision of high-quality residential dwellings and supporting infrastructure is needed to support Manchester’s growing priority sectors. New supply is needed in order to maintain current growth patterns to meet forecasted levels of population growth.

Strategic Context

The Greater Manchester Strategy: Our People, Our Place (2017)

- 2.43 The Greater Manchester Strategy sets a vision “to make Greater Manchester one of the best places in the world to grow up, get on, and grow old”. The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn
 - Priority 2: Young people equipped for life
 - 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
 - Priority 5: World-class connectivity that keeps Greater Manchester moving
 - Priority 6: Safe, decent and affordable housing
 - Priority 7: A green city-region and a high-quality culture and leisure offer for all
 - Priority 8: Safer and stronger communities
 - Priority 9: Healthy lives, with quality care available for those that need it
 - Priority 10: An age-friendly city-region

¹⁵ Deloitte, Manchester Crane Survey 2021

¹⁶ Bank of England (February 2021) Monetary Policy Report

Our Manchester Strategy – Forward to 2025

- 2.44 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the topflight of world-class cities by 2025, when the City will:
- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - Possess highly skilled, enterprising and industrious people;
 - Be connected, internationally and within the UK;
 - Play its full part in limiting the impacts of climate change;
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 2.45 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 2.46 The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.

Manchester’s Green and Blue Infrastructure Strategy (2015)

- 2.47 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world’s most popular cities.
- 2.48 The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City’s communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.
- 2.49 Manchester’s Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City’s global image as a place in which to live, work and invest. A summary of how the Proposed Development responds to the strategy is provided in Appendix B of this Statement.

Manchester Zero Carbon Framework: Playing Our Part on Climate Change (2020)

- 2.50 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.

- 2.51 The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.
- 2.52 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.
- 2.53 The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 2.54 On 13th March 2019, Manchester City Council fully endorsed the draft Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to be a zero carbon city by 2038. Building from this, on 10 July 2019, Manchester City Council debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.
- 2.55 Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 2.56 Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO₂ savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council's direct CO₂ emissions reduce by 54.7% between 2009/10 and 2019/20.

City Centre Transport Strategy (2021)

- 2.57 A Draft City Transport Strategy to 2040 was published for consultation in October 2020 covering both central Manchester and Salford. The City Centre Transport Strategy was the subject of a focused 'listening' exercise in summer 2018 and targeted engagement during winter 2019/2020. The final version of the City Centre Transport Strategy was endorsed by Manchester City Council's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 2.58 The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit. In order to achieve this, seven ambitions are set out:
- Ambition 1: Walking is the main way of getting around the city centre
 - Ambition 2: The city centre is cleaner and less congested

- Ambition 3: more people choose to cycle to destinations within the city centre
- Ambition 4: The city centre benefits from better public transport connections
- Ambition 5: Parking in the city centre is smarter and integrated with other modes
- Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the city centre
- Ambition 7: Innovation is embraced where it benefits the city centre and its users.

2.59 The strategy proposes several strategic interventions within the Ancoats area, some of which are subject to funding and business case. These include:

- Upgrades to the Rochdale Canal towpath – improving the quality of the existing provision.
- Delivery of the Ancoats Mobility Hub – which is 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.
- Northern and Eastern Gateway Bee Network – delivering new and enhanced city-centre cycling infrastructure.

Regeneration Context

2.60 The Site is located in an area undergoing significant economic investment and material change, driven by a number of growth and regeneration strategies, which are summarised below:

Manchester City Centre Strategic Plan (2017)

- 2.61 Manchester City Centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. To capture the pace and scale of change and to reinforce the strategic direction for City Centre as a whole, the City Council produced the City Centre Strategic Plan.
- 2.62 The City Centre Strategic Plan was adopted in 2016 and identifies key priorities for the City Centre’s ongoing regeneration.
- 2.63 The Plan acknowledges the pivotal role that residential development in edge of city centre neighbourhoods including Ancoats and New Islington will continue to play in achieving growth in the City Centre. Key to this growth is to create an environment and deliver infrastructure that will encourage people to live and work in a central location.
- 2.64 The Plan recognises the opportunities that the growing community in Ancoats and New Islington present and the key priorities for the Northern Quarter area include exploring options to develop connections to Ancoats/New Islington and New Cross.

Ancoats and New Islington Neighbourhood Development Framework (2016 and 2020)¹⁷

- 2.65 The Neighbourhood Development Framework (NDF) was originally endorsed by Manchester City Council’s Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights

¹⁷ For clarification, the NDF sets out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the Ancoats area (and, in the case of the 2020 NDF, specifically the Poland Street Zone) which is supported by existing planning policy. It is not a planning policy document and it is not a site allocations document. As such this document has the status of a “Local Development Document” but not a “Development Plan Document” and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed. The role of the NDF has been to seek to guide the content of planning applications so that they have in mind the objectives for Ancoats. It is a material consideration and should be afforded substantial weight accordingly in the determination of the applications.

Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Poland Street Zone as described within the 2016 NDF.

- 2.66 The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG. In addition, substantial development has taken place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.
- 2.67 In addition, there is a major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point with early developer interest crystallising through developments outside of the current safeguarding zone within Mayfield, Piccadilly East and Piccadilly Basin.
- 2.68 The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites either primed or already delivered for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.
- 2.69 These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.
- 2.70 In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, that further refined the development principles for the Poland Street Zone.

Ancoats and New Islington NDF – Poland Street Zone (2020)

- 2.71 The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future. The key ambitions for the area is that it becomes diverse and multi-generational, is a place for living and working, is urban and green, and sociable and sustainable.
- 2.72 At its heart, the Mobility Hub complements the vision within the NDF. It will deliver amenity and community infrastructure which will support the future residential development.
- 2.73 The NDF supports the creation of a cycle hub with secure storage and on-site showers and changing. Additionally, it suggests that the facility could be broadened to allow residents to rent a wide range of bikes for leisure or commuting purposes.
- 2.74 The NDF also supports development that will facilitate vehicular movement, servicing, delivering and parking through the creation of parking and delivery hubs that would intercept vehicular movement and allow the Poland Street Zone to be predominately car free. It notes that some residents may need to have access to private cars, and there may also be requirements for visitor and commercial access. However, the relationship of the centre's core and accessibility to public transport makes this a highly sustainable location. Where parking is accommodated it ought to be designed to integrate with the overall street environment and offer the ability to charge electric vehicles.

- 2.75 Specific consideration of how the proposals perform against development and urban design principles within the 2020 NDF is provided within Appendix A of this Statement.

Contribution to the Economic and Regeneration Context

- 2.76 The Proposed Development will make a substantial contribution towards economic, planning, regeneration and environmental objectives set by Manchester City Council. These include:
- The Proposed Development forms part of a wider phase of development across Ancoats and New Islington which will deliver a combined and diverse range of benefits. The Proposed Development is highly complementary to the other proposals within this phase of development and provides sustainable transport options, including car club and car sharing and e-bike hire which will be available for all. In addition, it supports the development of residential development within the Poland Street Zone, notably supporting the Eliza Yard scheme which has been submitted concurrently for planning.
 - The Mobility Hub provides an opportunity to recognise the changing role of streets throughout the day. As a result of the COVID-19 pandemic the way in which streets are used has changed. In Ancoats the streets have been used for leisure uses rather than for vehicles and this has been viewed as an attractive concept. As such deliveries by vehicles throughout the day have come into conflict with the changing nature of the streets. The Mobility Hub provides an opportunity to remove sporadic deliveries throughout the day and consolidates deliveries into one area whilst the last section of the journey can be made by cargo bikes or smaller electric vehicles.
 - The Proposed Development delivers against the ambitions of the Ancoats and New Islington NDF by delivering a parking and delivery hub that intercepts vehicular movements and responds to the development and urban design principles within the framework. The Mobility Hub will consolidate parking supply within the Poland Street Zone into a single area and removing traffic from the wider network of streets.
 - The Proposed Development supports several ambitions within the recently adopted City Centre Transport Strategy through developing the Ancoats Mobility Hub. The Mobility Hub will 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 by providing access to sustainable modes of transport including cycling, walking, public transport and car clubs.
 - The NDF reaffirms the Council's commitment to deliver zero carbon growth and sets out the intention of creating sustainable neighbourhoods with strong connections to public transport infrastructure. The Mobility Hub will deliver sustainable transport options in a well-connected location within the edge of city centre area, Ancoats. The Proposed Development has strong sustainability credentials including the provision of significant amounts of renewable energy technology. It also benefits from a forward-thinking energy strategy predicated on a fabric-first approach and an all-electric system that takes advantage of the rapidly decarbonising National Grid. The Proposed Development supports Manchester City Council's Climate Change aspirations and objectives.
 - The Mobility Hub will link into the wider public realm and landscaping priorities for the area providing attractive and safe routes into Ancoats and the wider city centre.
- 2.77 Further consideration of how the proposals contribute to the economic, planning, regeneration and environmental objectives set by Manchester City Council has been provided within the Strategic Case for the Hub and Technical Case for the Hub documents submitted as part of this application.

3. Site Description

- 3.1 This Chapter includes a description of the Site, its context to the surrounding area and the Site's suitability for the Proposed Development.
- 3.2 The Site measures approximately 0.33 ha and is bound 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. The Site can be accessed by pedestrians and vehicles via Poland Street.
- 3.3 The Site is currently occupied by low-rise, multi-tenanted industrial units comprising the Poland Street Industrial Estate, a small number of trees, and hardstanding. Security fencing runs along the eastern boundary where the Site meets Ancoats Green.
- 3.4 The Site is situated within Ancoats and Beswick Ward.
- 3.5 The Site is located entirely within the Ancoats Conservation Area and the Ancoats and New Islington Neighbourhood Development Framework ('NDF') area.

Planning History

- 3.6 A planning history search for the Site has been undertaken using Manchester City Council's Planning Public Access System. This has established that the Site has no recent, relevant planning history. A list of cumulative developments has been provided to all consultants to increase consistency between technical reports and their methodology for assessment, as necessary.

Surrounding Uses

- 3.7 As noted in detail in Section 2, the Site has been included within various Frameworks associated with the regeneration of Ancoats and New Islington. 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.
- 3.8 As recognised within the Poland Street Zone NDF, the majority of the new development to date 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. It responds to the fact that the Poland Street Zone is one of the next key areas of regeneration highlighted in planning policy.
- 3.9 Ancoats generally comprises medium and high-density residential schemes; including both new build developments and mill conversions for residential use and occasional ground floor commercial floorspace.
- 3.10 To the north, south and west of the Site there are low rise industrial units and to the east of the Site is Ancoats Green, a public park. Beyond these to the north, lies Oldham Road with the Royal Mail Sorting and Delivery Hub. Further to the south there are residential developments which mark the start of 'Front of Ancoats' beyond Radium Street and 'The Old School House' which is currently used as an office/showroom by 151 Products Limited.
- 3.11 The City Court Industrial Estate immediately adjacent to the Site has recently been sold to HBD with the marketing collateral prepared by the vendor's agents noting its long-term development potential for residential use.

Environmental Designations

- 3.12 The remaining parts of this section sets out the current consideration of the Site including access and transport, flood risk, air quality, ecology, heritage and ground conditions. The proposals in relation to this context are set out in detail in Section 6 of this Statement to summarise how the proposals accord with material considerations in light of the site conditions.

Flood Risk

- 3.13 According to the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding).
- 3.14 In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development. A Flood Risk Assessment is therefore not required.
- 3.15 The Site is located entirely within the Manchester, Salford and Trafford Conurbation Core Critical Drainage Area and therefore a Drainage Strategy has been prepared and submitted as part of this planning application.

Air Quality

- 3.16 The Site is not located within an Air Quality Management Area. The nearest Air Quality Management Area is located approximately 40m to the north along Oldham Road and covers roads that would be used by the Proposed Development traffic. As a result, the screening assessment for the Air Quality Assessment has been undertaken with reference to the more stringent indicative criteria within the Environmental Protection UK and Institute of Air Quality Management guidance.
- 3.17 The Proposed Development's impact on air quality is summarised in Section 6 of this Statement and provided in full within the Air Quality Assessment, prepared by Hoare Lea, and submitted with this Application.

Ecology

- 3.18 The land surrounding the Site is heavily urbanised with an area of amenity grassland to the east of the Site known as Ancoats Green. Rochdale Canal is located 0.2 km to the south of the Site. The Site is currently used as industrial units with associated car parking and very small areas of amenity grassland with scattered trees and scrub sections.
- 3.19 No statutory designated sites are located within or adjacent to the Site. The following statutory and non-statutory designations have been considered within the Ecological Impact Assessment prepared by Tyler Grange:
- Rochdale Canal (SAC) is located 4.4 km north east of the Site.
 - Rochdale Canal: Stott's Lane – Ducie Street Basin SBI is located 0.5 km north east of the Site.
 - Ashton Canal (West) SBI is located 0.5 km south east of the Site.
 - The Site falls within the SSSI risk zone for Rochdale Canal SSSI, Hollinwood Branch Canal and Huddersfield Narrow Canal.

Heritage

- 3.20 The Site is located within the Ancoats Conservation Area; however, the quality is degraded in this part of the Conservation Area. Within 250m of the Site Boundary, there are 6 listed buildings or structures as follows:
- Beehive Mill – Grade II* (List Entry Number: 1291735)

- Doubling Mill Fireproof Mill – Grade II* (List Entry Number: 1270855)
- New Mill – Grade II* (List Entry Number: 1200821)
- Little Mill – Grade II (List Entry: 1282961)
- Union Street Bridge – Grade II (List Entry: 1247550)
- Victoria Square – Grade II (List Entry: 1246277)

- 3.21 The Site is known to have been developed from the early 19th century. Archaeological investigations across Ancoats has revealed extensive evidence of building types and industry uses, shedding light on both the physical and social history of the area.
- 3.22 The Proposed Development’s impact on these identified heritage assets and methods to record below ground remains are summarised in Section 6 of this Statement and provided in full within the Heritage Assessment and Archaeological Assessment, prepared by Buttress Architects and Salford Archaeology respectively, and submitted with this Application.

Ground Conditions

- 3.23 The Site is within an area of Manchester with an extensive industrial heritage and the Site itself has been occupied by terraced housing prior to 1891, when it was redeveloped into Street Main Gas Department. The Site then underwent numerous alterations and extensions and was relabelled as Corporation Yard.
- 3.24 In 1980, the Site was cleared and replaced by the Poland Street Industrial Estate which has remained present to date.

Access and Transport

- 3.25 The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections.
- 3.26 A full audit of the Site’s connectivity by all modes of transport is provided in the Transport Assessment prepared by Hydrock and the main points from this assessment are provided in the subheadings below.

Pedestrian

- 3.27 The local highway network provides continuous footways on both sides of Poland Street, Jersey Street, the A62 Oldham Road and all other sections of the highway network in the vicinity of the Site and further afield, providing safe and convenient pedestrian movements.
- 3.28 To the south of the site, as well as within the wider area, there is access to the canal paths and foot bridges, providing excellent connections to public transport services, such as the New Islington and Holt Town Metrolink stops.
- 3.29 The Site is located within short walking distance of public transport facilities and numerous local amenities, including a supermarket, doctors’ surgery, public houses, several places of worship, numerous primary schools and other educational institutions, cafes, restaurants, shops, leisure centres and places of recreational activity such as Ancoats Green and the Islington Marina.

Cycling

- 3.30 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. There are a number of national, regional and local cycling routes in reasonable proximity to the Site. Given the ‘edge of city centre’ location of the development, pedestrian accessibility to the surrounding area is very good.

- 3.31 Cycling England recommends 8km as a maximum cycling distance in the document 'Integrated Cycling into Development Proposals' and the CIHT document 'Planning for Cycling' states that cycling has the potential to substitute for car trips under five miles (8km). The entire city centre and further afield is therefore accessible by bicycle.
- 3.32 The general topography of Ancoats, Manchester City Centre and the wider area is reasonably flat which should assist in encouraging future residents of the Proposed Development to travel by cycle.
- 3.33 In addition, Greater Manchester benefits from the Bee Network cycling and walking infrastructure. This is currently delivered through the Mayor's Challenge Fund. The vision for the Bee Network is to make Greater Manchester the very first city region in the UK to have a fully joined up cycling and walking network. There is an anticipated expansion of the existing Bee Network as proposed in the City Centre Transport Strategy (2021). The availability of the Bee Networks extending through Ancoats in the future will provide further connectivity from the Site across the Greater Manchester area.

Metrolink

- 3.34 The nearest tram stop to the Site is New Islington, approximately 950m away. Holt Town Metrolink stop is c. 1.2km to the south east of the Site. In addition, Market Street and Shudehill Metrolink stops are located within 1km of the Site.
- 3.35 The New Islington Metrolink stop offers frequent services (every 6 minutes) to Ashton-under-Lyne, Media City UK and Eccles. Further interchange opportunities are available from Manchester city centre to a wide range of destinations on all lines of the network as well as other modes of sustainable transport.

Rail

- 3.36 Services to destinations across the UK are accessible from Manchester Piccadilly and Manchester Victoria train stations which are 1.2 km and 2 km from the site respectively. Both offer regular services both throughout Greater Manchester, and beyond to cities across the UK.
- 3.37 Manchester Piccadilly is the nearest train station to the site, located 19 minutes (1.2 km) to the south west of the Site. The station is one of three train stations located in the centre of Manchester, with Piccadilly the city's principal station.
- 3.38 The station is serviced by six train operating companies: Avanti West Coast, Northern Trains, Transpennine Express, East Midlands Railway (EMR), Transport for Wales and Cross Country. The station is served by both long-distance services and regional services and also more local commuter services. It is also a major interchange for Metrolink trams with two tram platforms located in the station.
- 3.39 There are also 43 cycle parking spaces provided which are accessed via Fairfield Street, Ducie Street and the station front entrance. There is also a Brompton bike hire docking station at the station providing the option to rent bicycles on a daily basis.

Bus

- 3.40 The Site benefits from a high number of bus stops located within 800m, with the closest located on the A62 Oldham Street, approximately 120m north of the Site. The local buses run at a high frequency to a variety of destinations. The early start times and the availability of services in the peak hours are conducive to commuters travelling to and from the Site.
- 3.41 Further afield, Piccadilly Gardens (a 15-minute walk / 950 m to the south west of the Site) is the main bus interchange in Manchester alongside Shudehill Interchange (a 15 minute walk / 1.1 km from the Site) where both bus and coach services can be reached.

Car

- 3.42 The Site is bound by Poland Street to the west. Poland Street provides a link from the A62 Oldham Road to the north. Jersey Street is located 0.1km to the south of the Site and it extends from Rodney Street to the east to meet with the A665 Great Ancoats Street to the west.
- 3.43 The A665 Great Ancoats Street forms part of the Manchester and Salford Inner Ring Road (IRR) orbital route.
- 3.44 The IRR connects Manchester to the national highway network beyond including the M62, which connects cities across the north of England, and the M6, which journeys south before terminating at Birmingham.

Summary

- 3.45 The Site is in a strategically important position with strong connections to key arterial links within Manchester City Centre, most notably Oldham Road. This is critical for the Mobility Hub to be a success and also supports minimising car trips through the neighbourhood. Further details supporting the location of the Hub being ideal for its use are presented within the Technical Case for the Hub prepared by Deloitte.
- 3.46 In addition, the Hub is well connected through other public transport links and sustainable modes of transport. This is important to maximise the potential for multi-modal travel, noting bus links on Oldham Road and the Site being in walking (or cycling) distance of Manchester Piccadilly and Manchester Victoria railway stations.
- 3.47 The Site is in close proximity to a number of city centre facilities including places of work, retail, cultural and leisure uses however more importantly its location within the Poland Street Zone means its ideally located to support and benefit from the facilities available within the neighbourhood of Ancoats itself.

4. Development Proposals

- 4.1 The section of the Statement provides a summary description of the application proposals and should be read in conjunction with the application drawings and Design and Access Statement prepared by Buttress.

Design Principles

- 4.2 The current proposals are the product of an iterative design process. The design team has engaged closely with the LPA and other key stakeholders throughout this period to develop what the Applicant considers to be the best design possible that addresses the key principles of the Poland Street Zone NDF and delivers an optimised design solution for the Site.
- 4.3 The following principles have guided the design of the Proposed Development, against the backdrop of the endorsed Poland Street Zone NDF:
- Be a low car use area with high levels of cycle parking. Where car parking is accommodated it will offer the ability to charge electric vehicles.
 - Respect past historic form and character, whilst also looking for opportunities for repurposing, reinterpreting and contributing to a safe and attractive environment.
 - Building on the strong sense of community already present in the neighbourhood by providing a new community facility.
 - Encourage people to live active, healthy lifestyles through careful design of buildings and spaces.
 - Include green streets which will build on the wider strategic green network and green spaces that enable long distance pedestrian and cycle movement, complementing existing routes, including the Rochdale Canal and emerging Bee Network.
 - Create a welcoming place that connects through to surrounding areas and neighbourhoods and encourages active travel.
 - Provide a safe and secure environment, where developments are designed using the principles of Secured by Design.
 - Demonstrate a strong commitment to place making with a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.
- 4.4 A summary of the design development and options testing from the brief to the Proposed Development, as described in the remainder of this Section, is provided in the Design and Access Statement.

Proposed Development

- 4.5 The Proposed Development is for the redevelopment of low-rise, multi tenanted industrial estate units and hardstanding and erection of a mobility hub which will provide neighbourhood parking, access to sustainable modes of transport, smart logistics and shared services.
- 4.6 The description of the development as stated in the Planning Application Form is as follows:

Application for Full Planning Permission for demolition of existing structures and erection of a mobility hub to include secure cycle and car parking spaces, a ground floor retail unit (Use Class E(b)) a delivery hub for the local area, access and servicing, landscaping, and associated works.

Use and Amount

- 4.7 The Proposed Development will provide a wide range of facilities under one roof, as described below.
- 4.8 The Hub is a tool to enable change, facilitating a modal shift away from dependency on private cars towards cycling, public transport, car clubs and walking, and offering the opportunity to break the traditional link between home and car. Alongside provision for private cars, the Hub will provide residents and visitors with the capability and opportunity to make choices about their mode of transport that contribute to a cleaner, greener, safer neighbourhood – including electric vehicles. It is factored in that this will be a gradual process and therefore the Hub has flexibility built in to enable users to make changes and choices when it's right for them to do so – for example, by enabling users to sell their space back to the Hub if they decide they want to move away from private car ownership. This is explained in more detail within Paragraphs 4.73 to 4.75 of this Statement and the Operational Management and Car Park Strategy.
- 4.9 Facilities at the Hub will be inclusive and won't be dependent on home ownership in the area. Car club, cycle hub and even car parking spaces via season ticket can be accessed by all residents, regardless of tenure, and offer a range of more affordable mobility options than car ownership.

Centralised Delivery Hub

- 4.10 A 750m² centralised delivery hub providing a centralised space for deliveries supporting the proposed 1,500 new homes in the Poland Street Zone. This facility is proposed to allow daily aggregation and sustainable last mile distribution of the parcels destined for the residential developments in the neighbourhood. This facility has a dedicated access and egress off Poland Street.
- 4.11 The operator will take delivery of small to medium sized parcels at the Hub where they will be stored. The Delivery Hub will arrange last-mile delivery service via e-cargo bike or electric vehicle to neighbouring residential developments.
- 4.12 There are also delivery lockers available as part of this facility where residents can choose to send parcels to for individual collection.

Commercial Unit

- 4.13 221 sq. m. of commercial floorspace (Use Class E(b)) which could act as a meeting space for the local community or the cycling community in particular, noting the direct connection between the unit and the commuter/visitor cycle parking within the Hub.

Cycle Parking

- 4.14 Secure cycle store for 150 bikes for commuters/visitors alongside dedicated and secure cycle storage, changing, locker and shower facilities. It is envisaged a few combinations of these facilities will be available via a tiered membership system.
- 4.15 Additionally, the Proposed Development will include a Transport for Greater Manchester (TfGM) managed e-bike hire facility which will be delivered in future. It is understood that work on this scheme is already underway and it anticipated that this will open in line with the opening of the Hub in 2023.

Car Parking

- 4.16 408 car parking spaces with a market-leading 25% provision of Electric Vehicle (EV) Charging points (102), rated at 7Kw, from 'day one' and the capacity secured to scale this up to 100% over time in response to demand. Of the 102, 7 rapid EV chargers, each rated at 50kW, will be available from 'day one', supporting visitor parking.

- 4.17 24 disabled car parking spaces (6%) will be provided in perpetuity.
- 4.18 Included within the 408 spaces are car club (20 spaces) and car sharing facilities (10 spaces) to allow local residents to hire a car as required from a central fleet of vehicles which will be located within the Mobility Hub.
- 4.19 As per the Design and Access Statement prepared by Buttress, the car parking spaces will measure as follows:
- Standard Parking Bay – 2.4m x 4.8m
 - Disabled Parking Bay – 3.6m x 6.0m
- 4.20 The Proposed Development will meet the parking requirements of the next phase 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.
- 4.21 In the short term, whilst development catches-up with the Hub, it will be used by visitors and commuters with a minimal provision (7%) retained for these groups throughout the Hub's lifetime. The Mobility Hub Operators will be asked to develop a parking season ticket which prioritises existing residents without parking provision followed by workers commuting into existing business premises in the Ancoats and New Islington area via a combination of postcode indexed and season ticket length pricing incentives. This season-ticket could also be explored for residential development being delivered across Oldham Road within New Cross. This would only ever be a short-term measure, noting that the primary function of the Hub is to provide car parking to support future developments within the Poland Street Zone.
- 4.22 It should be recognised that Ancoats is home to an increasing number of businesses who have employees that will need safe and reliable parking. There are a wide range of businesses located in Ancoats, including the Hallé and restaurant operators through to the Princes Trust and other office occupiers who should be catered for. In addition, many of these businesses are customer facing which creates additional potential demand for car parking that should be accommodated. It is considered that local demand is a key factor in commuter/visitor parking demand within the Hub.

Photovoltaic Cells (PV)

- 4.23 The Hub incorporates over 400 photovoltaic cells (PVs) at roof level which provide renewable energy for the landlord functions of the building and, during the peak months of spring to early autumn, will directly charge the seven proposed rapid charge (50kW) electric vehicle charging points within the building which be available for visitor parking.
- 4.24 The PVs will also reduce the amount of energy the Hub requires from the National Grid.
- 4.25 The proposed floorspace figures and associated use classes are set out in detail in Table 4.1.

Table 4.1: Proposed Development Parameters

Proposed Development	Anticipated Development Parameters
Proposed Site Area	Approximately 0.33 ha
Proposed Development	Demolition of existing structures and development of land 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.

Proposed Development	Anticipated Development Parameters
Parking Strategy	408 car parking spaces including 24 disabled parking bays and 150 cycle spaces
Commercial Floorspace (approximate)	221 sq. m (gross) commercial floorspace within Use Class E(b)
Height	Up to a maximum of 8 storeys (including ground)

Design

- 4.26 These sections explain the design approach for the Proposed Development which will be a prominent and modern scheme within the Ancoats Conservation Area.
- 4.27 However, it is noted that there are other buildings in the Conservation Area which are contrasting in character and which are identified to make a significant positive contribution to the character and appearance of the Conservation Area in their own right. A key example would be the Daily Express Building on Great Ancoats Street which is a large and striking building. It is considered that the Hub can have a similar, positive impact and constitutes high quality design which creates substantial public benefits as explained in the sections below and this Statement generally.

Site Layout

- 4.28 The Design and Access Statement sets out the contextual analysis, and the analysis of the Development and Design principles provided in the endorsed Neighbourhood Development Framework, that have been taken into account in the evolution of the proposals.
- 4.29 The proposed layout for the scheme has carefully considered the historic form.
- 4.30 The ground floor commercial floorspace is located along the southern elevation to provide an active frontage.
- 4.31 One of the physical constraints of the Site is that there is restricted vehicle access and no through route through the Site, therefore the layout of the Proposed Development had to be carefully considered.
- 4.32 The Proposed Development has been set back from the boundaries of the Site in order to invite visitors into the Site and a compact form has been selected in order to maximise the amount of public realm.
- 4.33 Additionally, there are a significant amount of existing below ground constraints across the Site which the design team have designed around to reduce the cost of diversion.

Scale and Massing

- 4.34 The scale and massing of the Proposed Development has been informed by the surrounding existing and development context as well as the illustrative spatial masterplan within the NDF, staying within the eight storey datum suggested within the NDF.
- 4.35 The building form and mass has been carefully considered to compliment the surrounding uses in the short and long term as more of the wider masterplan is delivered. As a 'first mover' within the Poland Street Zone neighbourhood the Site's existing context is characterised by low-rise industrial development. There is therefore an opportunity to deliver a high-quality development of scale, achieving against the aspirations of the NDF to deliver a vibrant high-density neighbourhood, and set an appropriate benchmark for future schemes to consider.

- 4.36 The scale and massing of the car park has been optimised in order to provide the most efficient layout.
- 4.37 In addition, the massing has been optimised to provide the most compact layout whilst allowing for the wide range of uses within the Hub to be accommodated, maximising the public benefits that can arise from the Proposed Development.



Figure 4.1 - Image of the Hub from Poland Street

Materiality and Appearance

Architectural expression

- 4.38 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 Ancoats Green.
- 4.39 Vertical aluminium fins have been incorporated into the design to create a coherent approach to the façade and to establish a pattern and framework for the other materials. The metal fins will vary in spacing to create variety and interest along the main facades. Along the south elevation, the vertical fins will act as a grid structure defining the order and pattern of the growing wall between.
- 4.40 The south façade will be punctuated with planting troughs to promote plant growth along the mesh panels as well as openings in the mesh panels to satisfy the necessary ventilation requirements stipulated by Building Regulations.

- 4.41 The north façade will be characterised by 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.
- 4.42 The stair cores located at the western and eastern facades of the building are proposed to be heavily glazed to improve wayfinding 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.
- 4.43 At roof level the entire roof surface is covered by a PV array.

Use of colour

- 4.44 Silver anodised aluminium fins wrap the majority of the main building structure, creating a stark contrast to the dark painted metal structure behind. To achieve decorative qualities and reduce the amount of visual clutter all structure immediately behind the fins will be painted a dark grey colour.
- 4.45 At ground level the building will be wrapped by dark aluminium panels, with contrasting light metallic panels emphasising the location of commercial entrances along the new pedestrian/cycle street.
- 4.46 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 throughs, sitting between the fins on the south elevation, will also be dark grey to match.
- 4.47 Living green wall modules will surround the slimline aluminium dark grey windows of the stair cores, providing light into the stair lobbies.
- 4.48 The structure and soffits to the car park will be painted a white colour in order to help reduce the visual appearance of lighting and fixtures on the soffits when it is seen from street level.
- 4.49 Ferruled mesh will sit behind the fins on the south, east and west elevations and all vehicle entrances (on north and west elevations) will be concealed by dark perforated roller shutter doors, sitting alongside the proposed dark grey panels at ground level.



Figure 4.2 - Image of the Hub from The Yard at the junction with Poland Street

Public realm

- 4.50 The Site is arranged to maximise the amount of public realm, representing 40% of the site area, and provide visual active frontage to the new street connecting Ancoats Green to Poland Street which is currently being referred to as 'The Yard'. The building is located towards the north of the Site to accommodate The Yard with public facing facilities, including the delivery hub, commuter/visitor cycle parking, and commercial unit, arranged along this route accordingly.
- 4.51 Twenty new trees are proposed to be planted as part of the public realm design which represents an uplift in number and quality compared to the existing trees off Site. All trees within the planning application boundary require removal to facilitate the development of the Hub and the realisation of regeneration and public benefits. No trees within Ancoats Green – which falls outside the red line boundary – will be removed.
- 4.52 The species have been chosen as a response to the climatic conditions of the Site and to provide a vertical framework of seasonal colour to animate the public realm space throughout the year. The trees will improve biodiversity, remove pollutants and mitigate the urban heat island effect. Additionally, other planting types such as ornamental planting and rain garden planting have also been included within the design.
- 4.53 The public realm materials have been chosen so that they are high quality, low maintenance and have a long design life. In addition to the above, pavements around the Site will be improved.

- 4.54 In addition, an overarching Poland Street Zone Public Realm and TRO Strategy is being produced by MCC to deliver the aspirations of the NDF. This is currently at an early stage of development and there is no timeline for when this will be completed. MLSDC is in close dialogue with MCC to understand the latest position as this develops to understand how this will tie in with the proposed landscaping within this application.

Lighting Design

- 4.55 The south elevation is the primary elevation of the car park as it is the connecting element between the building and the landscape. 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 luminaries with wall wash optics are installed at the outside of each planter, noting that lighting controls will play a key role in the execution of the lighting concept as the feature lighting will need to be programmed accordingly.
- 4.56 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.
- 4.57 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.
- 4.58 The public realm to the south of the Mobility Hub serves as a transition zone for pedestrians and cyclists between the city and Ancoats Green. 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.
- 4.59 The ground level lighting shall be provided in a layered effect and will incorporate lighting to footpaths, trees and benches.
- 4.60 Additionally, it is important that the vehicular access in the Mobility Hub is sufficiently illuminated to aid pedestrians crossing, drivers' navigation, support facial recognition and increase the feeling of security. Luminaries mounted below the fins of the north and west façade shall provide illumination to the vehicular access points.

Access

- 4.61 Vehicle movements are proposed to be contained within the north east zone of the Site, away from the pedestrians and cyclists. Vehicles entering and exiting upper car park levels will utilise the proposed access ramp, which will be controlled by entry and exit barriers before travelling on the ramp. Access to the delivery hub itself will be for authorised personnel only, which is envisaged to be those working within the delivery hub itself or for access/maintenance to the plant or MEP spaces.

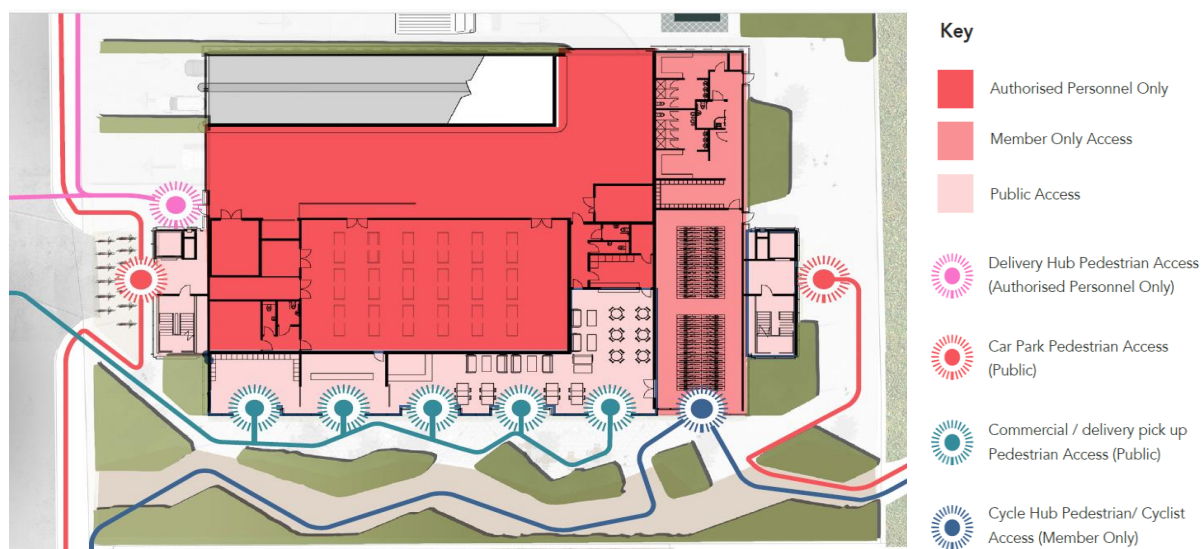


Figure 4.3 - Diagram showing access arrangements to the Hub

- 4.62 The building will be designed with regard to Part M of the Building Regulations. 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 disabled 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.
- 4.63 The proposed public realm, designed by Planit, will provide level access and movement across the site. In addition, in relation to MCC's Design for Access 2 guidance, it noted that the disabled parking bays are designed in line with the requirements of DFA 2 and will be clearly signed. In addition, car park entry and pay equipment will be capable of use without the driver leaving their vehicle and headroom to the disabled parking bays is in excess of 2.6m.

Servicing and Waste

- 4.64 The Site Waste Management Strategy has been prepared by Buttress and is submitted with the Application. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.
- 4.65 Based on the total area for the commercial unit and delivery hub staff mess, the building has provided two main refuse stores with no. 8 1100 litre Eurobins. The main refuse store for commercial bins, accessed only by the commercial unit 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.
- 4.66 All refuse stores will be mechanically ventilated.
- 4.67 Waste collection for the Mobility Hub will be supervised by the onsite 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 full bins will be collected kerb side on Poland Street. The route to take the bins to the kerb will be step free and will have a minimum width of 1.54m, ensuring adequate space for a bin to pass.
- 4.68 50% of the bins in the store will be dedicated to recycling, with flexibility to increase this as recycling rates increase.
- 4.69 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.

Operation and Management

- 4.70 An Operational and Car Parking Management Strategy has been produced for the Mobility Hub to provide a summary of how the development will operate once works have been completed. This will be refined during the design development stage.
- 4.71 The report highlights the innovative approach to car park leasing that will be employed at the Mobility Hub. The Hub will operate a 'right to park' leasing option that break that will break the tradition link between residential leases and car parking leases. This is a departure from the traditional model and allows for a more innovative approach to the provision and longevity of parking provision. The traditional model is to offer for sale a long leasehold interest in a parking space that is coterminous with the long leasehold interest in the dwelling. For example, within Manchester Life residential developments this is typically 250 years.
- 4.72 Removing the parking from individual developments and providing it in the Mobility Hub creates the scope to give the homeowners greater freedom and flexibility as to how long they want to own a private car with a parking space. It will be possible for purchasers of homes to purchase a "Right to Park" in the Mobility Hub for a fixed period, renewable should they choose. It will be possible for homeowners to have a "put" option to surrender their parking space back to the Hub should they decide to give up their car in favour of perhaps joining the on-site Car Club or should their circumstances change.
- 4.73 The Hub operator could then "recycle" this space to support further residential development in the area or to accommodate increased demand for Car Club vehicles. The homeowner would receive a payment for the surrender, providing a further incentive to reduce private car ownership. The terms of the Right to Park would not allow the occupier to 'sublet' their right to park to another party, disincentivising retaining car parking spaces longer than necessary. This would be enforced by the management company, as described within the Operational and Car Park Management Strategy prepared by MLSDC and submitted as part of this application.
- 4.74 In addition, this report explains key principles around how the Mobility Hub will be managed. This includes an explanation of marketing and communities strategies, staffing levels, and access and security.
- 4.75 It also presents initial details on the incorporation of a Digital Platform into the Hub's operation. The Hub operator will take responsibility for creating the overarching digital framework within which the development of the Ancoats Mobility Hub's service offer will be provided. The digital platform will allow access to all mobility services available from the Hub and have the potential to support future neighbourhood amenity and mobility services as they become increasingly digitally enabled.
- 4.76 Following discussions with Greater Manchester Police (GMP), a number of considerations were noted for the implementation into the design from a security perspective including:
- Clear signage to the car park and the delivery hub will be integrated into the building design.
 - The access control strategy for the car park will involve quick open and shut roller shutters to avoid tailgating.
 - Materials will have robust coatings to external finishes and robust materials will be selected for the public realm.

5. Development Plan and Material Considerations

- 5.1 This Section details the relevant documents that make up the Development Plan and makes reference to other material considerations in the determination of the application. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

- 5.2 A detailed assessment of the Proposed Development against the Development Plan and material considerations is provided in Section 6 of this Statement. Details of all relevant Planning Policies are set out in full within Appendix A to this Statement.

Development Plan

- 5.3 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;
- 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.

- 5.4 The latter two documents are not relevant to the proposed development.

- 5.5 The Core Strategy was adopted in 2012 and is the key overarching DPD within the Local Plan setting out the long-term strategic policies for the Manchester’s future development..

- 5.6 In addition, a number of policies from the UDP have been “saved” and remain part of the adopted Local Plan.

Material Considerations

- 5.7 In addition to the summary of economic, regeneration and strategic documents set out in Section 2 of this Statement, the following documents comprise further material considerations in the determination of the application:

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

- Manchester City Council’s Supplementary Planning Guidance (SPD):
 - Guide to Development in Manchester SPD (2007) and Technical Guidance (2015).
- The following are local guidance documents are also material considerations in the determination of the application and are considered to carry some weight accordingly in the decision making:

Material Considerations afforded ‘substantial weight’ in decision making

- City Centre Transport Strategy to 2040 (2021)
- Ancoats and New Islington NDF (2016 and 2020)

Material Considerations afforded ‘significant weight’ in decision making

- Our Manchester Strategy – Forward to 2025 (2021)
- Manchester’s Green and Blue Infrastructure Strategy (2015)
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018)
- Manchester Climate Change Framework: 2020-2025 (2020)
- Design for Access 2 (2003)
- Providing for Housing Choice SPD and Guidance (2008)

National Planning Policy and Guidance

National Planning Policy Framework (2019)

- 5.8 National planning policy is contained within the National Planning Policy Framework (‘NPPF’). 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.
- 5.9 A consultation on draft revisions to the National Planning Policy Framework and a new draft National Model Design Code took place between 30 January 2021 and 27 March 2021.
- 5.10 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.
- 5.11 These dimensions are considered to be mutually dependent within the NPPF, in its entirety, defining what is understood by the term sustainable development.
- 5.12 For decision-taking, the presumption in favour of sustainable development means approving development proposals that accord with an up-to-date development plan without delay (NPPF Paragraph 11 (c)).
- 5.13 The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

- be prepared with the objective of contributing to the achievement of sustainable development;
 - be prepared positively, in a way that is aspirational but deliverable;
 - be shaped by early, proportionate and effective engagement between plan makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
 - contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
 - be accessible through the use of digital tools to assist public involvement and policy presentation; and
 - serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).
- 5.14 Paragraphs 80 and 81 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.
- 5.15 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.
- 5.16 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.
- 5.17 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.
- 5.18 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.

- 5.19 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.
- 5.20 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.
- 5.21 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.
- 5.22 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

- 5.23 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.
- 5.24 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.
- 5.25 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.
- 5.26 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

5.27 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)

5.28 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.

5.29 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

5.30 An assessment of how the Proposed Development responds to the characteristics has been presented within the Design and Access Statement prepared by Buttress.

Regional Policy

Draft Greater Manchester Spatial Framework

5.31 Substantial work is required to the Greater Manchester Spatial Framework (GMSF) following a decision made by Stockport MBC on 4 December 2020 to withdraw its support. The remaining nine boroughs will proceed with a new joint plan called Places for Everyone. The new Plan will utilise much of the former evidence base and a new Joint Committee is being set up which will meet following the May 2021 local elections.

5.32 Whilst it is clear that only very limited, if any, weight can be currently placed on the GMSF for decision-making it is expected that the plan will continue to support development within the Regional Centre and previously developed land.

Supplementary Planning Guidance

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

5.33 The Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

- 5.34 In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.35 The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Other Guidance

Our Manchester Strategy 2016-2025

- 5.36 This document is referred to within Paragraphs 2.45 to 2.47.

Ancoats and New Islington Neighbourhood Development Framework (2014, 2016, 2020)¹⁸

- 5.37 The NDF has been described in Paragraphs 2.65 to 2.70 with a high level discussion of how the Proposed Development adheres to it presented below.
- 5.38 At its heart, the NDF supports the development of residential development within the Poland Street Zone and the Hub should be considered neighbourhood infrastructure being developed with the primary purpose of supporting future residential growth.
- 5.39 It will achieve this through centralising car parking requirements within a single location, simplifying the development process for future residential schemes. This also enabling them to achieve a higher quality of design, in particularly at ground floor where increased active frontages can be achieved, as space or entrances aren't required for large amounts of on-site car parking.
- 5.40 The NDF also talk about parking, recognising that some residents may need to have access to private cars and that there may also be a requirement for visitor and commercial access. Where parking is accommodated it ought to be designed to integrate with the overall street environment and offer the ability to charge electric vehicles. In accordance with planning policy requirements there will need to be a consideration of parking requirements and how they can be accommodated in the wider area. Priority ought to be given to travel planning and investment in, and promotion, of, sustainable means of travel. At a high level, the Hub provides option for those who require car parking in the Poland Street Zone and provides a considerable amount of electric vehicle charging points. This is alongside a substantial amount of sustainable travel options including a future e-bike hire scheme, car club / car sharing, and commuter/visitor cycle parking.
- 5.41 Specific consideration of how the proposals perform against development and urban design principles within the 2020 NDF is provided within Appendix A of this Statement.

Manchester's Green and Blue Infrastructure Strategy

- 5.42 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 5.43 The vision for green and blue infrastructure in Manchester over the next five years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality

¹⁸ For clarification, the NDF sets out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the Ancoats area (and, in the case of the 2020 NDF, specifically the Poland Street Zone) which is supported by existing planning policy. It is not a planning policy document and it is not a site allocations document. As such this document has the status of a "Local Development Document" but not a "Development Plan Document" and should not be considered or viewed as formal planning policy and does not set out a series of tests to be passed. The role of the NDF has been to seek to guide the content of planning applications so that they have in mind the objectives for Ancoats. It is a material consideration and should be afforded substantial weight accordingly in the determination of the applications.

and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

- 5.44 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. A detailed summary of how the Proposed Development responds to the strategy is provided in Appendix B to this Statement.

Design for Access 2

- 5.45 The Design for Access Manual was published in January 2000, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
- 5.46 Design principles that will help to achieve accessible development that are relevant to the Proposed Development include:
- MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments.
 - Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter or confusion.
 - Whatever form of car parking takes, adequate provision is required for disabled people with clear, safe, accessible footways leading to the main door.
- 5.47 The Design for Access Manual provides further details and design standards for external areas and for within buildings. These have been considered and incorporated into the development, alongside more up to date statutory accessibility requirements.

Summary

- 5.48 A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the following section of this statement. In addition, Appendix A provides a response to each specific Local Development Plan Policy that relates to the Site.

6. Planning Assessment

- 6.1 This Section of the Statement sets out the assessment of the scheme, as described in Section 4, against the key requirements of Planning Policy and Material Considerations, as set out in Section 5 of this Statement and provided in full within Appendix A to this Statement.
- 6.2 The assessment is broken down into key planning issues to summarise the Proposed Development's contribution to Planning Policy at all levels. In summary, the following planning matters are considered most relevant to the Application:
- Contribution to Manchester's Vision and Spatial Objectives;
 - Principle of development;
 - Aligning with the definition of sustainable development;
 - Scale and density;
 - Design;
 - Employment;
 - Operational management;
 - Environmental considerations and sustainability;
 - Heritage;
 - Archaeology;
 - Amenity;
 - Traffic and Transport;
 - Air quality
 - Microclimate conditions such as sunlight and daylight;
 - Residential amenity considerations including acoustics and TV Reception; and,
 - Green and Blue Infrastructure.
- 6.3 Full details of all relevant national and local planning policies referenced below are provided in Appendix A to this Statement.

Contribution to Manchester's Vision and Spatial Objectives

- 6.4 The Core Strategy sets out Manchester's 15-year vision for the City 2012 - 2027, which sees Manchester at the front rank of cities in Europe and the rest of the world, with a growing economy driven by the strength of the Regional Centre. The vision states that Manchester's knowledge-based economy will flourish within an entrepreneurial community, characterized by a fully skilled, inclusive working population.

- 6.5 To achieve this vision, the Core Strategy sets out a number of Strategic Objectives (SO) for the City. These include:
- SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change.
 - SO2: Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
 - SO3: Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
 - SO4: Provide a network of distinctive, attractive and high-quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.
 - SO5: Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.
 - SO6: Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.
- 6.6 These objectives have been translated into individual policies within the Core Strategy, against which the Proposed Development has been assessed within this Statement.
- 6.7 Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity in relation to the Greater Manchester economy. Additionally, Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.
- 6.8 A commitment to good design which takes full cognisance of the sites' setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 6.9 The Proposed Development is located within East Manchester, on the edge of the City Centre and within the Regional Centre. The development will provide high quality residential accommodation in an area of choice – Ancoats and New Islington.
- 6.10 The remainder of this Section assesses the Proposed Development in relation to the relevant policies of the Core Strategy. These policies have been formulated based on the vision and strategic objectives for the City and should be reviewed in turn to determine their compliance. Overall, the Proposed Development is considered to be in line with the Core Strategy's vision and spatial objectives.

Principle of Development

Policy and Guidance

- 6.11 Core Strategy Policy CC1 *Primary Economic Development Focus* states that within the City Centre and the fringe (which includes the Ancoats area) a variety of high-quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international business. It also outlines that the City Centre and fringe are considered a suitable location for the consideration of high-density buildings.

- 6.12 Core Strategy *Policy CC5 Transport* outlines that proposals will be supported where they improve air quality and increase the scope for accessible public realm improvements. In addition to this, Policy CC5 states that the Council will seek to ensure that development includes adequate parking provision for cars and bicycles.
- 6.13 Core Strategy Policy CC7 Mixed Use Development supports the inclusion of active ground floor uses within developments in appropriate locations which have an established public function, or as part of a development which will create such an environment.
- 6.14 Core Strategy Policy T1 Sustainable Transport highlights the types of proposals that will be supported in order to achieve a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The policy highlights that the Council will support proposals that:
- Improve choice by developing alternatives to the car.
 - Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car
 - Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
 - Improve pedestrian routes and the pedestrian environment.
 - Improve and develop further Manchester's cycle network.
 - Contribute to improvements to the extent and reliability of the public transport network.
 - Improve and develop appropriate road and freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
 - Facilitate modes of transport that reduce carbon emissions.
 - Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
 - Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists, public transport; commercial access; general off peak traffic; and, general peak time traffic.
- 6.15 The Ancoats and New Islington NDF sets out a clear vision for the future uses of the Site. In particular the NDF states that development should respect past historic form and character and be a welcoming residential area complemented by active and dynamic street spaces.
- 6.16 The NDF envisages the Poland Street Zone as a very low car use area with high levels of cycle parking. The NDF notes that there is potential to create a cycle hub with secure storage and on-site showers and changing.
- 6.17 Additionally, the NDF notes that developments in close proximity to Oldham Road should maximising the practical benefits of vehicular access coming in from the high capacity network. A development that facilitates vehicular movement, servicing, delivering and parking that would benefit the Ancoats area as a whole would be welcomed.
- 6.18 The City Centre Transport Strategy welcomes the development of Mobility Hubs and notes that the Ancoats Mobility Hub will provide the following facilities:
- 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 by providing infrastructure that offers sustainable alternatives.
 - Provide access to sustainable modes including cycling and walking, public transport and car clubs;
 - Integration with enhanced cycling and walking routes, including the canal towpaths and the route towards New Islington Metrolink stop;
 - Secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport;
 - Promote the use of EVs where private car use is required, and will provide EV charging infrastructure;
 - Utilisation of the latest digital technology to help customers plan how they use transport through interactive systems to book car clubs, EV charging and cycle facilities;

- A local car club which encourages flexible car sharing/rental over car ownership, offering a range of vehicles to suit as many users as possible. Visible to users via digital means such as an app; and
- A hub for parcel deliveries including smart parcel lockers, with last mile deliveries to be arranged via electric vehicles or cargo cycles.

Compliance of the Proposed Development

- 6.19 The Proposed Development will contribute to the regeneration of the Poland Street Zone Area. It will 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. The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections. In the short term, more of the car parking spaces are likely to be used by visitors and commuters, however the long-term ambition is for the Hub to provide car parking spaces predominately for the residents of the Poland Street Zone.
- 6.20 The Proposed Development will deliver car parking that is intended to serve the future residents of the Poland Street Zone alongside a delivery hub and other sustainable transport options. The proposals respond to the requirements of the Poland Street NDF and a detailed response to the key guidance within this is presented within Appendix A of this Statement.
- 6.21 The Proposed Development will deliver a high-density scheme within the City Centre Fringe, as identified within the Core Strategy. This responds to Core Strategy Policies CC1 and CC7 which supports this form of development.
- 6.22 The Proposed Development also responds positively to the requirements of Policy T1. It significantly improves the sustainable transport options available within the Poland Street Zone to residents, offering large amounts of commuter/visitor cycle parking, car club and car sharing facilities, and providing a market-leading provision of electric vehicle charging points. It seeks to reduce trips across the Poland Street Zone as a whole, in particular when compared against a scenario where on-site car parking is provided within future residential developments in the neighbourhood rather than within a centralised facility as discussed in Paragraphs 6.68 and 6.69. Ultimately, the Hub improves travel options, promotes a transition to sustainable transport, and seeks to reduce congestion within the neighbourhood.
- 6.23 The recently endorsed City Centre Transport Strategy sets an overall vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit. It also sets out a number of ambitions to achieve this as presented within Paragraph 2.59 of this Statement. The Transport Assessment prepared by Hydrock presents a response against these ambitions and has been replicated within Paragraph 6.70 of this Statement, clearly showing the Hub is supportive of both the vision and objectives of the City Centre Transport Strategy.
- 6.24 In addition, as explained above, the Proposed Development responds positively to the guidance within the Poland Street Zone NDF.
- 6.25 Furthermore, in November 2020, a report was issued to the Manchester City Council Executive which detailed the emerging concept of the Ancoats Mobility Hub and highlighted how the development will contribute to the delivery of a highly sustainable neighbourhood.
- 6.26 In conclusion, the principle of a Mobility Hub development is clearly supported within local policy. In addition, two reports specifically seeking to justify the Proposed Development have been prepared and submitted as part of this application, as described below.
- 6.27 The Technical Case for the Hub prepared by Deloitte consolidates the various strands of evidence that combine to form the technical case for supporting the development of the Hub and to demonstrate that it merits the support of the Local Planning Authority – following stakeholder engagement and public consultation – through the granting of planning permission.

- 6.28 The Strategic Case for the Hub prepared by Hillbreak further frames the Proposed Development within local, regional, and national priorities. This is then translated into a series of principles to be followed to support the Hub maximising its potential to delivery substantial public benefits.

Design

Policy and Guidance

- 6.29 *Core Strategy Policy EN1 Design Principles and Strategic Character Areas* states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.30 *Core Strategy Policy CC9 Design and Heritage* requires the design of new buildings to be of the highest standard whilst preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 6.31 *Core Strategy Policy DM1* states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding area in terms of the design, scale and appearance.
- 6.32 *Core Strategy Policy CC10* states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. *Core Strategy Policy DM1* states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.33 The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 127 it is advised that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive;
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
 - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.34 In addition, *Guide to Development in Manchester Supplementary Planning Document (2007)* and *Technical Guidance (2015)* provides design guidance for developers.
- 6.35 The NDF highlights that the Ancoats grid breaks down beyond Poland Street and has resulted in an inward-looking built form at this point which inhibits the sense of connection to the wider community. The NDF encourages development to repair and reinvent the urban fabric and street grid.
- 6.36 The *Residential Quality Guide to Development in Manchester SPD* sets a number of design criteria that should be followed within the scheme.
- 6.37 *Design for Access 2* is also relevant. The document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

Compliance of the Proposed Development

- 6.38 The Proposed Development has been prepared by the Applicant and Buttress Architects who have extensive experience in designing developments in City Centre locations. In addition, landscape design has been developed by Planit.
- 6.39 The design justification and explanation of the proposed architectural quality are set out in detail within the Design and Access. Comments received from Manchester City Council, Historic England and the wider consultation process have informed the Proposed Development where appropriate to ensure a high-quality design is achieved. The design is well considered and responds to the surrounding area and maintains the high-quality benchmark that is required to deliver the Ancoats and New Islington Neighbourhood Development Framework. This comprehensive approach to design evolution and engagement with stakeholders, as noted in detail within the Design and Access Statement, helps demonstrate how the proposals meet Policies EN1 and DM1.
- 6.40 As detailed in Chapters 3, 4 and 5, throughout the design process the Residential Quality Guidance and principles in the Neighbourhood Development Framework have been considered. A specific response to the requirements of the Residential Quality Guidance and the National Design Guide have been provided within the Design and Access Statement prepared by Buttress.

Scale and Density

- 6.41 The scale and form of the Proposed Development responds to the surrounding areas both with regard to height and massing. The Neighbourhood Development Framework (2020) states that 8 storeys is an appropriate height for the area.
- 6.42 The building form and mass has been carefully considered to complement surrounding uses both in the short and long term as more of the wider masterplan is delivered.
- 6.43 Through design development, the layout, massing, Site position and façade have been tested and refined so that the building reaches its potential and provides a high-quality addition to Manchester's built environment. The design development is set out within the Design and Access Statement prepared by Buttress.
- 6.44 The impact of the proposals on surrounding townscape views has been fully assessed within the Planning Application. The Heritage Assessment takes into consideration the key views and demonstrates that the Proposed Development is in accordance with the requirements of the Historic England guidance *Statement of Heritage Significance* (2019) and *Conservation Principles, Policies and Management for the Sustainable Management of the Historic Environment* (2008).

Architectural Design Quality

- 6.45 The Proposed Development has been designed by a highly experienced design team through a process of close consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.
- 6.46 The proposed design is a considered response which provides a high-quality development on a site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment.
- 6.47 A palette of high-quality materials is used to articulate the volume surfaces and to emphasis orientation, scale, massing and context. The Heritage Statement notes that there is the proposed material and colour palette for the proposed development is contemporary and demonstrably of its time. It does not overpower the dominant red and brown brick colour palette of the Conservation Area, but provides a visual break within its surroundings, and echoes the contemporary materials used at the west end of George Leigh Street at the Express Building. The Express Building is considered to make a substantial positive contribution to the character and appearance

of the Conservation Area, in part because it is prominent and provides a juxtaposition to the general red-brick aesthetic of many of the main buildings within the Conservation Area.

- 6.48 With this established element of contrast already within the Conservation Area, the Hub is not considered to be discordant, and instead offers an alternative striking visual which is also linked to the functionality of the building. This conclusion clearly demonstrates how the Proposed Development has sought to address the requirements of Policy CC9.
- 6.49 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 Ancoats Green.
- 6.50 Vertical aluminium fins have been incorporated into the design to create a coherent approach to the façade and to establish a pattern and framework for the other materials. The metal fins will vary in spacing to create variety and interest along the main facades. Along the south elevation, the vertical fins will act as a grid structure defining the order and pattern of the growing wall between.
- 6.51 The stair cores located at each end of the building are proposed to be heavily glazed to encourage wayfinding 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.

Placemaking

- 6.52 The Site is currently not fully utilised in its current form. It does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging context.
- 6.53 The scheme has been designed to significantly enhance the neighbourhood and wider area whilst also complementing the emerging developments also located within the Ancoats and New Islington Neighbourhood Development Framework. The scheme responds to the guidance set out within the NDF through the proposal of an 8-storey development. The building form and mass has been carefully considered to work both in the short term and in the long term as more of the wider masterplan is delivered. The Proposed Development includes landscaping that responds to Ancoats Green and will complement MCC's neighbourhood wide Public Realm and Traffic Regulation Order Strategy which will set a vision for connectivity and placemaking across the Poland Street Zone.
- 6.54 Placemaking has been improved via the inclusion of a commercial unit on the ground floor.
- 6.55 By removal of the low-rise multi-tenanted industrial estate units and hardstanding and the delivery of high-quality building and public realm, the redevelopment of this Site will also strengthen local streetscape quality thereby enhancing local character and sense of place.
- 6.56 The Design and Access Statement fully explains the architectural evolution that has led to the proposed design.

Inclusive Design

- 6.57 The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users as required under Policy DM1 and CC10. The design has been developed in full consideration of national legislation. This includes the provisions of The Building Regulations Part M (2015 edition incorporating 2016 amendments).
- 6.58 The design of the site provides step free access to all ground commercial units, the cycle hub units and the stair and lift cores providing pedestrian access to the car park levels.
- 6.59 A total of 24 accessible car parking spaces are provided on Site, this equates to 6% of the overall parking provision. These will be clearly marked out as being for disabled parking only and are easily accessible by lift.

- 6.60 The Mobility Hub responds to the ethos of Design for Access 2, noting that the disabled car parking bays meet the recommended specification. Detail measures around ensuring that access arrangements – including entry and pay equipment – are suitable for disabled people will be considered during the detailed design phase.
- 6.61 The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

Operational Management

Policy and Guidance

- 6.62 Policy CC10 of the Core Strategy states that the City Centre should be A Place for Everyone, which can only realistically be achieved if the design is inclusive and through the on-going management and maintenance of spaces.
- 6.63 Manchester City Council's Validation Checklist requires Parking Management statements to include details of the proposed access/egress arrangements that have been discussed and agreed with Engineering Services. Additionally, it requires the strategy to include details of how any oil run off from cars will be intercepted.

Compliance of the Proposed Development

- 6.64 To this effect, an Operational and Car Parking Management Strategy has been provided in support of the Application. The strategy sets out how the Mobility Hub will be organised to minimise impact on the local area and any occupiers within the hub itself. This will be refined during the design development stage. It also sets out a range of management principles relating to topics including cleaning, staffing, and marketing/communication with residents; directly addressing the requirement of Policy CC10.
- 6.65 In addition to this, the proposals have been reviewed in detail by Greater Manchester Police (GMP). A Crime Impact Statement has been prepared by GMP which includes recommendations on measures that could be implemented to enhance security within the Proposed Development and will be submitted as part of this application. A Secured by Design Accreditation will need to be sought by the Applicant from GMP prior to the occupation of the building.

Environmental Considerations

Ecology

Policy and Guidance

- 6.66 *Core Strategy Policy EN15 Biodiversity and Geological Conservation* outlines that the Council will seek to maintain and enhance sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 6.67 *UDP Saved Policy E3.4 Environment* states that the Council will create a network of safe and attractive major linear recreational spaces by linking and making better use of river valleys, canals, disused railways and other appropriate areas of open space. Within these areas measures will be taken to achieve widespread environmental improvements; protect the natural environment; improve water quality; improve access for pedestrians, disabled people, cyclists and, where appropriate, horse riders; protect and enhance wildlife corridors
- 6.68 *Chapter 15 of the NPPF Conserving and enhancing the natural environment (paragraphs 170 to 183)*, identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.

Compliance of the Proposed Development

- 6.69 An Ecology Report prepared by Tyler Grange is submitted in support of this Application. The assessment presents the results of a desktop study and an updated extended Phase 1 Habitat Survey carried out in August 2020 which responds to the requirements of Policy EN15. The scope of the survey undertaken is appropriate to identify potential ecological constraints, the remit of mitigation required and opportunities for biodiversity associated with the Proposed Development.
- 6.70 The Site is dominated by hardstanding and is currently in use as a car parking area for the commercial units. Two small areas of mixed dense scrub are present at either side of the entrance gates. Scattered trees are present within the thin amenity grassland sections on the western boundary of the Site. A brick wall approximately 1-2 metres in height is located on the northern boundary of the Site as well as a small section on the eastern boundary.
- 6.71 It was concluded that the mixed dense shrub present at either side of the entrance gates and the scattered trees within the amenity grassland sections were considered to be a site of ecological importance. Additionally, it was noted that although the buildings and the boundary brick wall were considered to be of negligible ecological importance, they may have the potential for roosting bats.
- 6.72 A preliminary bat roost assessment was completed in August 2020. The assessment concluded that the buildings and boundary wall had low potential for roosting bats. All trees were observed as not being suitable for roosting bats or having no features suitable for roosting bats, therefore they were classified as having negligible bat roost potential.
- 6.73 A dusk emergence survey for roosting bats was undertaken on 24 August 2020 during which no incidental recordings of bats were recorded, however no bat emergences were seen from any of the buildings or sections of the boundary wall subject to survey. The surveyor locations were tailored to where potential roosting features were present. Some elevations of the buildings were not observed due to being blocked by walls/buildings, however it is likely that these elevations would not be suitable for roosting bats due to the inaccessibility. It is therefore concluded that roosting bats are likely absent from the buildings present on site.
- 6.74 No other protected species were found on site.
- 6.75 The Rochdale Canal is located 0.2km south of the Site; however, the section of the canal that is designated as a Special Area of Conservation (SAC) is located 4.4km north east of the Site and is therefore considered to be sufficient distance away to not be directly impacted by the development. As the undesignated area of the canal is within close proximity to the Site a Construction Management Plan should be put in place to prevent dust pollution into the canal which may lead to incidental hydrological effects to the SAC component of the canal.
- 6.76 Although the site falls within the SSSI Impact Risk Zone for Rochdale Canal, Hollinwood Branch Canal and Huddersfield Narrow Canal the development is not listed as a type that triggers the need for consultation with Natural England for any of the three SSSIs.
- 6.77 Habitat loss due to potential for birds to nest within the trees present on the Site will be compensated through the provision of new bird box features and a sensitive landscaping scheme, addressing the requirements of the NPPF and UDP Saved Policy E3.4.

Arboriculture

Policy and Guidance

- 6.78 *Core Strategy Policy EN9 Green Infrastructure* highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will work to protect existing street trees and promote new planting.
- 6.79 The Residential Quality Guide is also relevant. The guide highlights that trees and woodlands form an important part of Manchester's green infrastructure and Manchester's green infrastructure should be enhanced,

reinforced and well managed to become an integral part of the city's neighbourhoods, making healthier more sustainable and better-quality places to live.

Compliance of the Proposed Development

- 6.80 An Arboricultural Impact Assessment and Method Statement has been prepared by Tyler Grange, in support of this Application.
- 6.81 Nine individual trees and four groups of trees were identified during the tree survey of the Site. The trees surveyed consisted of low value (Category C) and moderate value (Category B) trees. There are no trees of high value or quality (Category A) present on or within influence of the Site.
- 6.82 Six individual trees, 2 groups of trees, and 1 partial group of trees (equating to c. 14 trees) are identified for removal. All of the trees being removed are Category C (low value) aside from two individual trees which are Category B (moderate value).
- 6.83 Manchester City Council confirmed that whilst the Site is located within the Ancoats Conservation Area, no trees within the Site are covered by a Tree Preservation Order. No ancient or Veteran trees or woodlands are present on nor in the vicinity of the Site.
- 6.84 The proposed landscaping layout shows an arrangement of 20 new trees within the areas of new open green space and pedestrian connections to the south and eastern edges of the Site to offer a net-gain in tree numbers and canopy coverage for the Site post-construction. In addition to this, the new trees will be an improvement in quality when compared to the trees that have been removed, clearly demonstrating how the scheme addresses Policy EN9.
- 6.85 For completeness, the belt of existing trees within Ancoats Green at the Site's northern boundary do not fall within the application boundary for the Proposed Development and will not be removed as part of this application.

Sustainable Design

Policy and Guidance

- 6.86 Policy EN6 outlines that all applications for development over 1,000 sq. m will be expected to meet minimum targets for CO2 reductions from low or zero carbon energy supplies, unless this can be shown not to be viable. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. An energy statement is required to be submitted at the outset if any proposed development. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
- 6.87 In addition to this, Core Strategy Policy EN6 defines Target 3 Micro-generation areas as locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical. For this target it is necessary to reach a minimum increase of 15% on Part L 2010.
- 6.88 Chapter 14 of the NPPF *Meeting the challenge of climate change, flooding and coastal change* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 6.89 Policy EN4 requires that all development must follow the principle of the Energy Hierarchy, being designed to: reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and cooling; and to meet residual energy requirements through the use of low or zero carbon energy generating techniques.

- 6.90 The impact of the pending Building Regulation Part L revision released by the Ministry of Housing, Communities and Local Government in autumn 2019 has been assessed. The update to Part L is designed to provide more stringent requirements to meet the Future Homes Standard in 2025 and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions using fossil-fuel. Due to the decarbonisation of the grid, the new Part L will lead to heat electrification solutions in the UK.

Compliance of the Proposed Development

- 6.91 To address the requirements of the above Core Strategy Policies, this Application is supported by a range of documents including an Energy Statement and Environmental Standards Statement and a Sustainability Statement.
- 6.92 Through adopting the 'fabric first' approach for the ground floor amenity and commercial spaces, the Proposed Development can meet the EN6 planning requirement of 15% improvement on Part L 2010, which is approximately 6% over Part L 2013. By using PVs, the Proposed Development has the potential to meet the projected carbon standards of the upcoming Part L 2020 (31% on based on the Government's consultation paper).
- 6.93 The 'fabric first' approach refers to ensuring optimal performance through passive design measures. This is typically achieved through setting key parameters for the design specification which combine to deliver greater energy efficiency. For example the ground floor and commercial spaces will achieve an air permeability of $3\text{m}^3/(\text{h.m}^2)$ and have set appropriate u-value for thermal transmittal via the wall, roof, and floor build-up.
- 6.94 The Proposed Design with the PV installation of 138.6 kWp to generate an estimated output of 97.6 MWh will significantly reduce energy consumption and carbon emissions of the landlord operation energy, with a surplus during the summer months to feed the EV chargers. In addition, the proposed PV will also contribute to the reduction of grid electricity in the EV charging and contribute to 40% of annual car park and the landlord operation energy.
- 6.95 The Proposed Development has been designed with a forward-thinking energy strategy, including the following measures:
- The design of the building adopts the 'fabric first' approach.
 - Efficient heat recovery and fan within the Mechanical Ventilation Heat Recovery units for the ground floor occupied spaces.
 - Use of low energy light fittings and intelligent lighting controls throughout.
 - Metering and monitoring provision for all systems.
 - The Proposed Development proposes a large amount of roof mounted PV arrays, further reducing the carbon emissions of the building.
- 6.96 In addition, it is considered that the Proposed Development is less likely to be impacted by the effects of Climate Change. For example, having reviewed the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development.
- 6.97 A Sustainability Statement has been prepared by Buro Happold which presents MLSDC's vision for sustainable development and builds on evidence from their existing estate. This statement also presents an assessment of how the Proposed Development achieves against MLSDC's framework for sustainability. 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 MLSDC'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.

- 6.98 Living green walls using climbing plants will establish an interesting and natural feature for the relevant façades of the building and will screen the car park.
- 6.99 The Proposed Development also performs strongly against the aspirations of Manchester City Council’s Climate Change Framework 2020-2025, further details are provided within the Climate Emergency Response (Appendix C).

Heritage

Policy and Guidance

- 6.100 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.

- 6.101 Section 66 requires:

“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”

- 6.102 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:

“In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area....”

- 6.103 Core Strategy Policy EN3 ‘Heritage’ highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.
- 6.104 Policy CC9 relates to design and heritage where development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled monuments.
- 6.105 Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.106 Paragraph 193 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset’s conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.

- 6.107 Paragraph 196 of the NPPF states that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

- 6.108 Paragraph 197 of the NPPF states that:

“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

6.109 The Planning Practice Guidance (PPG) defines ‘public benefits’ as follows:

“Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

6.110 Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting.
- Reducing or removing risks to a heritage asset.
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Compliance of the Proposed Development

Heritage Impact

6.111 A Heritage Statement, prepared by Buttress Architects, has been submitted in support of this application.

6.112 There are no World Heritage Sites within the immediate vicinity.

6.113 The Site is located within the Ancoats Conservation Area; and there are a number of listed buildings and structures in close proximity to the Site, as detailed in Section 3.

6.114 The Site in its current state, as low-rise, multi-tenanted industrial estate units and hardstanding, is a negative element within the wider townscape. It is considered that there is the capacity for change within the Site which could enhance the setting of the conservation area and wider townscape.

6.115 The potential of the Proposed Development to impact the setting of the conservation area and the identified heritage assets, primarily within 250m of the Site, has been assessed through the appraisal of no. 2 views.

6.116 The Heritage Statement concludes that the Site in its current form does not embody any above-ground physical attributes of significance, all of which has been lost through previous phases of development and the highest potential for significance is in the possible existence of underground archaeological remains.

6.117 The Heritage Statement also appropriately scopes the assessment, noting that due to the Site’s distance from nearby Listed Buildings it is not necessary to undertake an individual assessment of impact on these. In addition, Manchester City Council does not have an adopted local list of non-designated heritage assets, and no non-designated heritage assets were identified in pre-application consultation as relevant to this assessment, therefore none have been included within this report.

6.118 However, an assessment of impact has been made against the Ancoats Conservation Area and is informed by the Impact Assessment presented below. This is broken down into two parts: a) Impact on the Conservation Area, b) Impact on Key Views

Impact on the Conservation Area

- 6.119 The proposed development sits directly within the Ancoats Conservation Area. The most important aspects of the Conservation Area that convey attributes of its significance are: the variety and mix of building scales and types, and the grid-pattern urban grain that responds to the industrial infrastructure, such as the Rochdale Canal.
- 6.120 Ancoats Conservation area is considered medium significance on the scale outlined in Figure 34 of the Heritage Statement. The scale of change is moderate due to the lack of historic built environment but acknowledging that the development will be a recognisable change. The proposed development sits well alongside those attributes considered to be significant, principally the grid pattern of the urban grain and the variety of scale and mass. By re-activating an under-used place, it enhances the Conservation Area, and creates opportunity for engagement.
- 6.121 Though it creates a new terminated view, this is beneficial to reinforce the long sight lines along George Leigh Street, and to indicate the transitional space towards Ancoats Green. This is also balanced and book-ended by the Express Building on the corner of Great Ancoats Street. As George Leigh Street bends, the Express Building appears to create a terminated view at the west of the Street. This results in a moderate scale of change, which would be no harm and moderate beneficial, due to the introduction of built context that responds to the urban grain, actively encouraging re-use of an under-used Site, and encouraging positive regeneration in this transitional area.
- 6.122 In conclusion, the medium significance, moderate scale of change, and moderate benefit of the change results in 'less than substantial harm'.
- 6.123 This assessment aims to appraise the heritage significance of identified views and the potential visual impact of the Proposed Development on the individual assets identified and the view as a whole.

Impact on Key Views

- 6.124 The Key Views formed part of the EIA Screening Letter submitted to MCC in March 2021 and have been presented to and agreed with Historic England. The viewpoints have all been assessed against the guidance set out in Historic England's The Setting of Heritage Assets (December 2017).
- 6.125 No formal guidance exists for the assessment of significance of effects on heritage assets or heritage significance within views. However, the severity of the effect on heritage assets and heritage significance within views may depend on both the magnitude of impact and the value and importance of the resource.
- 6.126 The view West-East down George Leigh Street (View 1) is the principal key view for the Site. The proposed view highlights how the proposed Mobility Hub will provide a terminated view at the end of this key route through the Conservation Area. Though clearly modern, the closest structures to the Site on George Leigh Street are also contemporary buildings. In some ways, the site echoes the location of the Express Building on Great Ancoats Street, creating a book-ending effect, of two buildings that may not spring to mind in the broadly cotton-industry focussed discourse around the Ancoats Conservation Area. This proposed development is a major change in an area of moderate significance, resulting in a moderate/large beneficial impact.
- 6.127 Though the views North/South along Poland Street are not required as a baseline for assessing heritage impacts, they are useful to assessing heritage benefits. The Mobility Hub Site, in conjunction with other developments coming forward in the Poland Street zone NDF, represent a substantial benefit to the Conservation Area based on their contribution to re-establishing Poland Street.
- 6.128 Overall, the proposed development stands to make a positive contribution to the townscape of the Back of Ancoats, and Ancoats Conservation Area more generally. As such, any impact is therefore less than substantial harm to the Conservation Area and is of no harm to the listed buildings within the Conservation Area. Overall, as set out in the tests within Paragraph 196 of the NPPF, the benefits of the implementing the scheme on the Site outweighs the indirect impacts on the Conservation Area, as explained below.

Public Benefits

- 6.129 The Proposed Development results in less than substantial harm to the conservation area as confirmed above and in the Heritage Statement. This harm must be given considerable importance and weight in the NPPF paragraph 196 balance and weighed against the benefits of the scheme.
- 6.130 The Proposed Development will result in a number of public benefits and these are summarised as follows:

Economic Benefits

- Creation of jobs through the construction and operational phases of the development, including direct employment within the supply chain. There will be a commitment to jobs for local people through a Local Benefit Strategy. The Applicant estimates that approximately 227 full time equivalent, direct jobs will be created during the construction stage, with further indirect or induced jobs within the supply chain.
- Creation of jobs and additional economic benefits through the provision of a commercial unit and delivery hub. The Applicant estimates that 20 full time equivalent jobs will be created when the Proposed Development is operation.
- Further supply-chain economic benefits for businesses who service the commercial unit and the delivery hub.
- A Local Benefit Agreement will likely be entered by the Applicant with a view to hiring staff from the local area.
- The Proposed Development will support the neighbourhood and provide infrastructure to support future development within the Poland Street Zone. This will support local business growth and specifically support the delivery of new homes within the Poland Street Zone which will benefit from being able to access the facility for car parking and other sustainable travel options.

Social Benefits

- Key development site between the Front of Ancoats and the neighbourhood of Miles Platting; helping to physically link the existing residential community with the wider economic area of Ancoats and the city centre.
- Creation of natural surveillance within the neighbourhood improving safety and security in the area both during the day and at night.
- New commercial unit providing opportunities for social and community events.
- Bringing activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability.
- Landscaped areas surrounding the Proposed Development will provide opportunities for social and community events.
- Manchester Life Strategic Development Company, the Applicant, is exploring options for delivering social-value and is currently looking into restarting their successful Apprenticeship scheme which gave opportunities for young aspirational people in Manchester during Phases 1 and 2.

Environmental Benefits

- Sustainable reuse of underutilised brownfield land.

- Provision of alternate transport options (for example car club and car sharing facilities) may lead to a reduction in private car ownership within the Poland Street Zone.
- Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.
- Improved pedestrian routes and cycling facilities which will encourage the use of sustainable modes of transport and connect key regeneration areas and transport hubs.
- Residents of nearby developments will be encouraged to use the neighbourhood wide facilities at the Proposed Development which will include a range of sustainable transport choices including car clubs and additional cycle parking.
- Incorporates a large number of PVs at roof level, ensuring that renewable energy is harnessed within the Proposed Development.
- Creation of active frontages on Poland Street, improving the streetscape environment in this part of the neighbourhood.
- Incorporation of greenspace and trees within the Proposed Development, providing enhanced biodiversity on site.
- Living green walls using climbing plants will establish an interesting and natural feature for the façade of the building and will screen the car park.

6.131 Overall, it is concluded that the benefits that arise from the Proposed Development outweigh the harm to the Ancoats Conservation Area.

Archaeology

Policy and Guidance

- 6.132 Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.
- 6.133 Policy EN3 states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support the Council in preserving or, where possible, enhancing the historic environment.
- 6.134 NPPF *Chapter 16 Conserving and enhancing the historic environment* (paragraphs 184 to 202) states that heritage assets, including those with archaeological interest, are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the local planning authority should take account of the desirability of sustaining and enhancing the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

Compliance of the Proposed Development

- 6.135 An Archaeological Assessment has been undertaken by Salford Archaeology, and the findings are summarised below – noting the requirements under Policy DM1.
- 6.136 The Site was developed initially in the late 18th Century. Maps indicate scattered development within Ancoats, with possible houses located at the junction of Poland Street and Caroline Street. During the early 19th Century, the Prussia Street (Bengal) Arm of the Rochdale Canal was constructed, which bounded the proposed development site to the east. By the mid-19th Century, workers' housing had replaced the housing and by 1891 the Street Mains Department (Gas) was built on the proposed development site.

- 6.137 Archaeological remains of workers' housing, particularly the cellar dwellings, may survive in-situ within the footprint of the Proposed Development Site. Any surviving remains of these buildings would be of local archaeological interest, as the cellar dwellings and workers' housing during the industrial period has been identified as a legitimate avenue of research within the Northwest region's archaeological framework.
- 6.138 The scope and extent of any further investigation will be determined by the Greater Manchester Archaeology Advisory Service (GMAAS). Following discussions with GMAAS it is recommended that further archaeological investigation via an archaeological strip, map and record evaluation be undertaken across the north western corner of the Site to establish the presence or absence of buried archaeological remains relating to the former workers' housing and, if present their extent and significance.
- 6.139 Additionally, again noting the requirements of Policy EN3, it is recommended that a small evaluation trench be located at the eastern edge of the Site, across the edge of the former canal arm primarily to establish whether the edge of the canal survives intact and if so to establish the depth. It is also recommended that an evaluation trench is located at the southern edge of the Site in order to establish whether any buried remains of the former glass works exists within the Site, such as structural remains or manufacturing waste. Should significant archaeological remains be encountered during the evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource prior to its ultimate loss, in line with the guidance provided by the NPPF.
- 6.140 Further details are provided within the Archaeological Assessment submitted within the application.

Transport

Policy and Guidance

- 6.141 Core Strategy Policy SP1 states that, "new development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport."
- 6.142 Core Strategy T1 states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties; and take accounts road users' needs according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.
- 6.143 Core Strategy Policy T2 states that the Council will actively manage the pattern of development to ensure that new development, "is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities."
- 6.144 NPPF Chapter 9 Promoting sustainable transport (paragraphs 102 to 111) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Proposals 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.
- 6.145 The PPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and helping mitigate the negative transport impacts of development in order to promote sustainable development. LPAs must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.
- 6.146 As outlined in Paragraph 2.63 of this Statement, the City Centre Transport Strategy sets out seven ambitions which focus on areas that will help to achieve the vision:
- Walking will be the main way of getting around the city centre.

- The city centre will be cleaner, greener and less congested.
- More people will choose to cycle to destinations within the city centre.
- The city centre will benefit from better public transport connections.
- Parking in the city centre will be smarter and integrated within other modes.
- Good will be moved and delivered sustainably and efficiently into and within the city centre.
- Innovation will be embraced where it benefits the city centre and its users.

6.147 In addition to this Paragraph 6.17 of this Statement highlights that the City Centre Transport Strategy welcomes the development of a Mobility Hub within Ancoats which will provide the following facilities:

- 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 by providing infrastructure that offers sustainable alternatives.
- Provide access to sustainable modes including cycling and walking, public transport and car clubs;
- Integration with enhanced cycling and walking routes, including the canal towpaths and the route towards New Islington Metrolink stop;
- Secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport;
- Promote the use of EVs where private car use is required, and will provide EV charging infrastructure;
- Utilisation of the latest digital technology to help customers plan how they use transport through interactive systems to book car clubs, EV charging and cycle facilities;
- A local car club which encourages flexible car sharing/rental over car ownership, offering a range of vehicles to suit as many users as possible. Visible to users via digital means such as an app; and
- A hub for parcel deliveries including smart parcel lockers, with last mile deliveries to be arranged via electric vehicles or cargo cycles.

Compliance of the Proposed Development

- 6.148 The Transport Assessment identifies that the Proposed Development is located in a highly accessible location in Ancoats and so is well located to make use of the existing and proposed public transport links and pedestrian/cycle routes. Vehicle access to the Site will take place from Poland Street, along the western boundary of the Site.
- 6.149 The total provision for parking on the Site is 408 car parking spaces, including 24 disabled parking bays which equates to a 6% allocation. The disabled bays will meet the requirements of Manchester City Council's Design for Access 2 Guidance Document. Initially 25% of the spaces will include electric car charging points, with the capacity already secured and infrastructure in place to increase this to 100% of spaces with EV charging in the future, so provision can increase in line with demand. In addition, there will be car club and car sharing facilities as part of the Hub.
- 6.150 150 cycle parking spaces are proposed at the Site, including cycle hire and cycle changing facilities. In addition, a space will be made available within the Site for a future TfGM e-bike hire scheme.
- 6.151 The proposed vehicle access includes the following elements:

- 6.152 A two-way car park access measuring 7.0m wide (2 x 3.5m wide lanes) leading to a ramped configuration within the car park structure; and
- 6.153 A 'one-way' delivery / servicing vehicle only access, providing a 5.0m wide singular lane, which acts as the servicing route for the site. The entry lane is located immediately north of the two-way car park access and loops around the ground floor configuration and egresses via a separate 5.0m wide exit immediately south of the two-way car park access.
- 6.154 A percentage impact junction assessment of all junctions in the study area, in addition to detailed capacity assessment of the junctions requested by TfGM has been assessed for the future base year of 2026 plus committed development plus the development scenario.
- 6.155 The full analysis of the percentage impact junction assessments showed that the only junctions showing a percentage impact of greater than 5% are the junctions that Hydrock have undertaken detailed capacity assessments on.
- 6.156 The results of the detailed capacity assessments conclude that the vehicle impacts associated with the proposed development at all junctions are negligible, with the junctions clearly operating within capacity, and are concluded to result in minimal change to the future situation.
- 6.157 While it is noted that the A664 Rochdale Road / Livesey Street junction is operating close to capacity within both the AM and PM peak hours, the capacity only worsens during the future base years, with the committed developments and with the proposed development in place. However, it is noted that the Degree of Saturation (DoS) percentage increase with the development in place results in a minimal increase change.
- 6.158 However, the Journey to Work census data would suggest that the 'with development' scenarios is based on an estimated worst-case assessment with all (100%) northbound trips routing via Livesey Street to the A664 Rochdale Road, rather than continuing along the A62 Oldham Road. This is unlikely to be the case, especially given that the JTW census data estimates that only 22% will take the route via Livesey Street to the A64 Rochdale Road. Therefore, the capacity at the above junction would be better than the results presented above.
- 6.159 Given the above evidence, the Transport Assessment conclusion is that the development impact on the local network is not considered material and does not require further consideration. Therefore, the traffic impact assessment shows that there is no traffic impact upon the existing highway network that would be considered severe.
- 6.160 As an additional exercise, the Transport Assessment has considered the impact on trips through the neighbourhood in a scenario that the Hub is not delivered and, instead, 30% on site car parking is provided within future residential developments in the Poland Street Zone area. To further justify the 30% car parking provision assumption a review of planning permissions for residential apartment schemes across Ancoats and New Islington has identified a range of on-site car parking provision that typically ranges from 23%-40%. The level of on-site provision is dependent on-site specific considerations and also the residential product.
- 6.161 The conclusion of this exercise was that within the weekday AM peak period all of the junctions are forecast to benefit from a reduction in vehicles flows, whilst in the weekday PM peak only one junction is forecast to experience a minor increase. Therefore, over a 24-hour period, the provision of the Mobility Hub is forecast to reduce the number of vehicles throughout the NDF area and wider Ancoats. Without the provision of the Mobility Hub, parking provision will be spread throughout the NDF area and encourage vehicles to route through the neighbourhood impacting on pedestrian and cycling amenity. Additionally, parcel deliveries will continue in an uncoordinated manner throughout the NDF area without there being a central delivery hub in place. The provision of the Mobility Hub will provide a betterment in traffic terms for the NDF area and wider Ancoats, by consolidating vehicle trips in close proximity to the A62 Oldham Road and the Key Route Network.
- 6.162 Having worked closely with MCC and TfGM, undertaken a comprehensive analysis of the development site and after reviewing planning policies (including Policies T1, T2, and SP1), it has been demonstrated that the proposed development accords with highway design recommendations and sustainable values and hence there

is no basis for highway and transportation objections to the proposals. The impacts of the proposed development are not severe and therefore the presumption in favour of the development is not outweighed by any highways or traffic related issues.

6.163 In addition, traffic calming measures have been recommended including a coloured raised table and Traffic Regulation Orders in the form of double yellow lines on Poland Street, as explained within the Transport Assessment prepared by Hydrock.

6.164 The Proposed Development will support the ambitions of the City Centre Transport Strategy, as illustrated in the table below:

Table 6.1: The ambitions of the City Centre Transport Strategy and how the Mobility Hub will support them.

Ambition	Mobility Hub
Walking is the main way of getting around the City Centre	The Mobility Hub consolidates parking supply within the Poland Street Zone into a single area removing residential traffic from the wider network of streets. The Mobility Hub is within close proximity to Oldham Road on the key route network and will capture commuting and visitor trips and promote walking and cycling into the City Centre and city core during the early years of the Mobility Hub. The Mobility Hub includes high quality landscaping and shall facilitate the delivery of The Yard, a new space outside the southern elevation which will interact with other public facing facilities. This will also link into the wider public realm and landscaping priorities for the area providing and attractive and safe route into Ancoats and the wider City Centre.
The City Centre is cleaner and less congested	The Mobility Hub proposals includes 150 cycle parking spaces, 408 car parking spaces (including a 25% provision of EV charging facilities within the base build, with infrastructure provision in place for 100% EVC parking bays if and when required in the future), car club and car sharing facilities, a ground floor commercial unit, and a delivery hub. These proposals will potentially assist with the removal of vehicle trips from the network on the edge of the City Centre and promote walking and cycling as a primary mode of travel during the early years of the Mobility Hub. The removal of trips will help to provide cleaner air and a safer environment for City Centre users.
More people choose to cycle to destinations within the City Centre	The Mobility Hub will provide safe and convenient facilities for commuter/visitor cyclists including secure cycle storage, shower and changing facilities. The Mobility Hub is within close proximity to a safe and attractive cycling network including the proposed 'Beelines' network through Ancoats and New Islington. The Mobility Hub could potentially be a base for TfGM's future cycle hire facilities, which include e-bikes for hire. Furthermore, the proposed Mobility Hub will provide 150 cycle parking spaces, which is greater than (or comparable) to other facilities within the Regional Centre; such as: • Salford Central = 100 spaces;

Ambition	Mobility Hub
	• Oxford Road = 50 spaces; • Manchester Victoria = 38 spaces; • Manchester Piccadilly = 43 spaces; • Piccadilly Tower = 194 spaces.
The City Centre benefits from better public transport connections	Given its central location in relation to a range of sustainable modes of travel, the Mobility Hub provides an opportunity for commuters and visitors to continue the remainder of their journey via cycling or public transport. The Mobility Hub is in proximity to the bus network on Oldham Road and is the at the start of a safe walking route to New Islington Metrolink Stop. The intention for the Hub is that it is digitally enabled infrastructure with access to facilities potentially available via an app. This app could also be used to inform commuters of other sustainable transport options, including public transport, within the local area. MLSDCL and MCC have also been working with TfGM, and will continue to do so, to ensure the Hub is digitally integrated into GM's wider transport infrastructure
Parking in the City Centre is smarter and integrated with other modes	The Mobility Hub is located within close proximity to Oldham Road on the key route network to capture trips coming into the City Centre. The future aspiration for the Mobility Hub is to be digitally enabled, with the proposed development aiming to tap into an East Manchester wide digital strategy for mobility. As stated previously, the car parking associated with the Mobility Hub will provide 25% provision of EV charging facilities within the base build, with infrastructure provision in place for 100% EVC parking bays if and when required in the future (including rapid charging parking spaces). This is a market leading EV charging provision in Manchester, noting it comfortably exceeds the provision within two comparable, recently approved schemes where substantial public car parking provision was provided. ▪ Crown Street Phase 2 – 10% provision (38 out of 389 spaces) ▪ Mayfield – 11% provision (60 out of 543 spaces) The Mobility Hub plays an important integrated role in providing alternative forms of transport into the City Centre, including cycle storage and hire. As referenced above, the intention is that the Hub is digitally enabled infrastructure allowing a smarter approach to transport.
Goods are moved and delivered sustainably and efficiently into and within the City Centre	The Mobility Hub provides an opportunity to recognise the changing role of streets throughout the day. As a result of the Covid-19 pandemic the way in which streets are used has changed, in Ancoats especially, using the streets for leisure uses rather than for vehicles has become an attractive concept. As such deliveries by vehicles throughout the day have come into conflict with the changing nature of streets. The Mobility Hub provides an

Ambition	Mobility Hub
	opportunity to remove sporadic deliveries throughout the day to be consolidated into one area whilst the last section of the journey is made by cargo bikes or smaller electric vehicles. This is a vastly improved situation to existing where multiple individual couriers have to deliver to each individual development, often required to park on pavements to gain access. This creates a poor-quality street environment and also may cause concern about restricting inclusive access across the neighbourhood; especially for disabled people or children in buggies.
Innovation is embraced where it benefits the City Centre and its users	The Mobility Hub is a step forward in supporting the City Centre's transition to a future mobility zone. As stated previously, the car parking associated with the Mobility Hub will provide a market-leading 25% provision of EV charging facilities within the base build, with infrastructure provision in place for 100% EVC parking bays if and when required in the future (including rapid charging parking spaces). As referenced above, the intention is that the Hub is digitally enabled infrastructure allowing a smarter approach to transport.

6.165 In addition, the TROs referenced in Paragraph 6.163 also contributes towards the City Centre Transport Strategy's ambition to improve the management of on-street parking facilities. This notes that "new developments will remove surface car parks and on-street parking will be reduced to make better use of street space, such as providing wider footways, more dynamic loading or servicing provision, space for bars and restaurants or parklets". The City Centre Transport Strategy also notes that "MCC will review the levels of parking by residents and non-residents through surveying parking patterns and occupancy rates in the fringe areas of the city centre. This information will be used to develop as required an appropriate residents parking scheme in the neighbouring areas of the city centre to ensure that residents have fair access to parking near their homes".

Waste and Servicing

Policy and Guidance

- 6.166 Core Strategy Policy EN19 states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- 6.167 The Council will also require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.

Compliance of the Proposed Development

- 6.168 The Site Waste Management Strategy has been prepared by Buttress and submitted with the Application, noting the requirements of Policy EN19. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.
- 6.169 Please see Paragraphs 4.67-4.72 for a summary of these arrangements.

Flood Risk and Drainage

Policy and Guidance

- 6.170 Core Strategy Policies SP1, CC1, H1 and DM1 states that new development proposals must have regard to flood risk and drainage.
- 6.171 Core Strategy Policy EN14 states that an appropriate Flood Risk Assessment will be required for all development proposals on sites greater than 0.5 ha within Critical Drainage Areas (this requirement is extended within the NPPF to all sites greater in size than 0.5ha notwithstanding whether they are in a Critical Drainage Area). Policy EN14 also states that all new development should minimise surface water run-off, including through Sustainable Urban Drainage Systems (SuDS) and the appropriate use of Green Infrastructure. In Critical Drainage Areas, evidence to justify surface water run-offs will be required.
- 6.172 Core Strategy Policy EN17 states that development should avoid any adverse impact on water quality, including during construction; should minimise surface water run-off from development and associated roads; and maximise use of sustainable urban drainage systems.
- 6.173 Chapter 14 of the NPPF, Meeting the challenge of climate change, flooding and coastal change (paragraphs 148 to 169) sets out how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the re-use of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 6.174 Paragraphs 155 to 165 address planning and flood risk. This section of Chapter 14 provides details regarding strategic planning to manage and minimise flood risk, by avoiding inappropriate development and applying a sequential, risk-based approach when assessing plans and development proposals.

Compliance of the Proposed Development

- 6.175 A Flood Risk Assessment and Drainage Strategy has been prepared by Hill Cannon for the Proposed Development, responding to various policy within the Manchester Strategy is set out within Paragraphs 6.166 and 6.167.
- 6.176 The Environment Agency flood map for planning identifies that the site is located within Flood Zone 1, which is land having a less than 1 in 1,000 annual probability of river or sea flooding.
- 6.177 The preliminary surface water drainage strategy has been designed to discharge into the existing United Utilities combined sewer west of the Site within Poland Street. The connection will be made via a new manhole on the existing combined sewer line at a restricted discharge of 5l/s. This rate is generally accepted as the minimum which can be achieved without an increased risk of blockages to the outlet. This discharge rate, although greater than the greenfield runoff rate, does provide a betterment of 1.5l/s to that of the existing urban rate calculated at 6.5l/s. The discharge rate is subject to approval from both United Utilities and the LLFA. A pre-planning enquiry has been issued to United Utilities and a response received which confirms acceptance of 5l/s surface water discharge into either the existing sewer within George Leigh Street or within Poland Street. This position has also been supported by the Lead Local Flood Authority.
- 6.178 The design can accommodate up to a 1 in 100-year critical storm event plus 40% climate change without flooding due to the inclusion of onsite attenuation. Attenuation will be provided to the volume of 175m³ via an attenuation tank located below the external paved area to the west of the development.
- 6.179 Surface water treatment will be provided via permeable paving included to the external areas at the east, south and west of the structure. Soft landscaping is also included where possible to minimise the area of external hardstanding.

- 6.180 SuDS features which are appropriate have been included to the limited external areas in way of permeable paving and soft landscaping at the east, south and west of the structure. Soft landscaping is included where possible to minimise the area of external hardstanding material. The soft landscaped and permeable paved areas will provide an element of surface water treatment.
- 6.181 A response from UU has been received which confirms acceptance of an unrestricted discharge of foul water flows into either the existing combined sewer within George Leigh Street or to the combined sewer within Poland Street.

Green and Blue Infrastructure

Policy and Guidance

- 6.182 Core Strategy Policy EN 9 (Green Infrastructure) states that developers will be encouraged to enhance the quality and quantity of green infrastructure, improve the performance of its functions, and create and improve linkages to and between areas of green infrastructure, where opportunities arise.
- 6.183 In July 2015 Manchester City Council adopted 'Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester'. The document outlines the Council's vision to create safe and attractive neighbourhoods, a major expansion of the city's sports, leisure and cultural facilities, and improvements in the city's natural environment.
- 6.184 By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Compliance of the Proposed Development

- 6.185 Noting the requirement of Policy EN9, Planit have formulated a landscape masterplan for the Mobility Hub development. Details of the landscape proposal are included within the Design and Access Statement prepared by Buttress. The landscape proposals aim to be part of a wider masterplan which is currently being prepared by Manchester City Council and will look to regenerate the wider Back of Ancoats public realm.
- 6.186 The Site is arranged to maximise the amount of public realm and provide visual active frontage to the new street connecting Ancoats Green to Poland Street. The building is located towards the north of the plot to establish a new East West link to Ancoats Green and the public facing facilities have been arranged along this route. 1370 sq. m. of public realm will be delivered as part of the Proposed Development.
- 6.187 Ground level lighting shall be provided in a layered effect and will incorporate lighting to footpaths, trees and benches within the public realm.
- 6.188 20 new trees are proposed to be planted as part of the public realm design. The species have been chosen as a response to the climatic conditions of the Site and to provide a vertical framework of seasonal colour to animate the public realm space throughout the year. The trees will provide improved biodiversity, remove pollutants and mitigate the urban heat island effect.
- 6.189 Additionally, other planting types such as ornamental planting and rain garden planting have also been included within the design.
- 6.190 535 sq. m. of dense planted modular green wall will make up the west and east core elevations. Additionally, 908 sq. m. of planted green façade will make up the south façade along mesh panel backing.
- 6.191 Further details are provided within the Green and Blue Infrastructure Statement (Appendix B).

Ground Conditions

Policy and Guidance

- 6.192 *Core Strategy Policy EN18 Contaminated Land* and Ground Stability sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 6.193 Paragraph 178 of the NPPF requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and land instability, including from natural hazards or former activities such as mining and pollution arising from previous uses.

Compliance of the Proposed Development

- 6.194 A Phase I Geoenvironmental Site Assessment was undertaken in April 2021 by E3P.
- 6.195 The Envirocheck report indicates that the Site is not located within a groundwater source protection zone. There are no groundwater/ potable abstractions recorded within 1 km of the Site.
- 6.196 The Envirocheck report states that the Site is in an area that may be affected by coal mining. This Risk Assessment comprises a desk-based review of all available information on the coal mining issues. The Coal Mining Risk Assessment concluded that a low risk from legacy coal mining issues has been identified.
- 6.197 No special precautions are required in relation to Radon.
- 6.198 The Site is located within a Moderate UXO Risk area. A UXO risk assessment is recommended to be undertaken before any intrusive investigation.
- 6.199 On-site Made Ground deposits associated with existing and historic development are considered to represent a potential source of Heavy metal, non-volatile PAH contamination. If present, heavy metals, non-volatile PAHs may pose a short-term risk to site users who may come into contact with impacted soils within landscaped areas. However, risks are considered low given the presence of predominantly hardstanding impermeable surfaces within the proposed development. If impacted soils are identified within landscaped areas, then localised remediation or an appropriate cover system comprising a capillary break layer and clean sub-soil and top-soil may be required. Based on the available information the potential risk at present is considered to be low.
- 6.200 The existing and historic subject site usage is considered to be a potential source of hydrocarbon contamination, the lighter, more volatile fraction of which may generate hydrocarbon vapours that could pose a risk to end-users through indoor air inhalation. Future site users may come into contact with impacted soil in landscaped areas and/ or via indoor inhalation of vapours if present. The existing commercial site usage comprising largely impermeable hardstanding surface reduces the potential for exposure via direct contact and inhalation of indoor vapours. If present and a potential risk is determined, localised remediation comprising the delineation, excavation and removal of impacted materials is recommended to be undertaken to mitigate potential risks.
- 6.201 No Asbestos Containing Materials (ACM) were identified during the external site walkover; however, access to the structures was not granted and ACM may therefore be present within the fabric of existing structures given their age. Onsite Made Ground arising from the existing onsite and adjacent development may contain ACM. ACM poses a risk through fibre and dust inhalation and if present may pose a risk to existing site users and construction workers/third-party property should dust be generated during any onsite works. Given the presence of hardstanding surfaces within the proposed development, ACM within onsite Made Ground deposits are considered largely mitigated with the removal of the source-receptor pathway. However, should ACM be present within any soft landscaped areas potential risks can be mitigated through the development of a detailed enabling works strategy following guidance and protocol specified within the Control of Asbestos Regulations (2012) and industry best practice as detailed in CIRIA733 (Asbestos in Soil and Made Ground: A guide to understanding risk).

Noise and Vibration

Policy and Guidance

- 6.202 Core Strategy Policy C10 states that proposals for new development that supports the evening economy should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.
- 6.203 UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- a. The effect of new development proposals which are likely to be generators of noise; and
 - b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 6.204 In addition, *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity, including noise.

Compliance of the Proposed Development

- 6.205 An Acoustic Planning Report has been undertaken by Sandy Brown, noting the requirements of Policy DM1. The Report describes the methods used to assess the impacts; the baseline conditions currently existing at the Site and surroundings; the potential direct and indirect impacts of the Development; and the mitigation measures required to prevent, reduce or offset the impacts and the residual impacts. This has followed the requirements of Manchester City Council's Planning and Noise Technical Guidance (2015) in devising their methodology and scope.
- 6.206 In order to determine baseline noise levels at existing and proposed receptors, a Baseline Noise Survey has been carried out around the Site. Due to the current restrictions due to the COVID-19 pandemic, measured noise levels have been compared to historic noise data in the vicinity of the Site.
- 6.207 The representative background sound levels from the noise survey were LA90,15min 44-46 dB during the day, and LA90,15min 33-40 dB during the night.
- 6.208 Based on the requirements of the Local Authority, the relevant plant noise limits at the worst affected existing Noise Sensitive Premises range between LAeq 42-44 during the day, and LAeq 31-38 dB during the night.
- 6.209 These limits are cumulative and apply with all plant operating under normal conditions. If plant items contain tonal or attention catching features, the limits will be more stringent. If plant items contain tonal or attention catching features, a penalty based on the type and impact of those features will be applied. Noise limits for emergency plant noise and amplified sound have been recommended.

Daylight and Sunlight

Policy and Guidance

- 6.210 Core Strategy Policy DM1 outlines that all development should have regard to effects of amenity including privacy and light.
- 6.211 UDP Policy H2.1 states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 6.212 Paragraph 123c of the NPPF states that when local planning authorities are considering applications for housing a flexible approach should be applied in policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

- 6.213 In encouraging developers to “appreciate scale”, MCC’s Residential Quality Guidance acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow amongst other things and requiring developers and their design teams to demonstrate how massing and scale have been considered in terms of its impact on the neighbourhood, street and block.

Compliance of the Proposed Development

- 6.214 A Sunlight and Daylight Assessment has been carried out by GIA, noting the requirements of Policy DM1. The assessment also included an overshadowing analysis in relation to Ancoats Green.
- 6.215 The following buildings were considered due to their proximity to the Site and by virtue of meeting the criteria in terms of orientation relative to the Proposed Development:
- 2 Poland Street
 - Pop Works Buildings
- 6.216 With regard to 2 Poland Street, the report notes that with the Proposed Development in place, this property will fully accord with the BRE target criteria for VSC and NSL daylight, and APSH sunlight.
- 6.217 With regard to Pop Works Buildings, three bedrooms will not meet the BRE criteria for VCS daylight, however all rooms assessed fully accord with the BRE criteria for NSL daylight and APSH sunlight.
- 6.218 The three affected bedrooms located on the first, second and third floors are reduced by 20-30%, which is marginally short of the BRE target reduction of 20%, and therefore considered minor. Furthermore, the BRE considers bedrooms as having a lesser requirement for daylight than principal habitable rooms such as living rooms and kitchens. The windows serving these rooms are also recessed and located beneath balconies which limits the amount of light received.
- 6.219 The overshadowing analysis indicated that Ancoats Green will continue to receive at least 2 hours of sunlight to 100% of its area with the Proposed Development in place. As such, Ancoats Green fully accords with the BRE overshadowing targets.
- 6.220 The assessment is undertaken on 21 March as this is the Spring Equinox and the midpoint of the sun’s position throughout the year. As such, in the summer months when the requirement for sunlight on Ancoats Green will be the greatest, the area will continue to receive sunlight in excess of the BRE overshadowing targets. To illustrate this, transient overshadowing images have been included within the Sunlight and Daylight Assessment which identify how much of Ancoats Green will be shaded throughout the day on 21 June. The images highlight that the Proposed Development will only cast shadow on Ancoats Green from 2pm onwards, and it is limited to the areas in closest proximity to the development site. The majority of Ancoats Green will not be cast in shadow by the proposal and no seating areas provided to users of Ancoats Green will be affected.
- 6.221 Overall, the surrounding properties and amenity areas will exhibit good levels of daylight and sunlight with the Proposed Development in place. Where deviations from the BRE target criteria are identified, these are isolated and minor, and are supported by the NPPG, Manchester Core Strategy and BRE guide.
- 6.222 As such, the overall impact of the scheme on the surrounding residential properties and amenity areas is considered acceptable.

Air Quality

Policy and Guidance

- 6.223 Core Strategy Policy EN16 states that “the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principle traffic routes and at Manchester Airport, Developers will be expected to take measures to minimise and mitigate the local impact of

emissions from traffic generated by the development, as well as emissions created by the use of the development itself”.

- 6.224 Paragraph 12.81 continues other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.
- 6.225 Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself.
- 6.226 Chapter 15 of the NPPF *Conserving and enhancing the natural environment*, states at paragraph 170 that planning policies and decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 6.227 Paragraph 181 sets out that planning policies and decisions should sustain and contribute toward compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas or Clean Air Zones.
- 6.228 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Compliance of the Proposed Development

- 6.229 Hoare Lea has undertaken an Air Quality Assessment (AQA) outlining potential construction and operational phase air quality impacts associated with the Proposed Development.
- 6.230 The Site is not located within an Air Quality Management Area. The nearest Air Quality Management Area is located approximately 40m to the north along Oldham Road and covers roads that would be used by the Proposed Development traffic. As a result, the screening assessment for the Air Quality Assessment has been undertaken with reference to the more stringent indicative criteria within the Environmental Protection UK and Institute of Air Quality Management guidance.

Construction Phase

- 6.231 There are ‘human receptors’ within 350 m of the Application Site but no designated habitat sites within 50 m of the Application Site boundary or within 50 m of the route(s) used by construction vehicles on the public highway, up to 500 m from the Site entrance. The nearest ecological site to the Application Site is the Clayton Vale Local Nature Reserve, approximately 2.6 km to the east. Therefore, an assessment of construction dust on ecological receptors can be screened out from this assessment but an assessment of construction dust at human receptors is required.
- 6.232 During the construction phase of the Proposed Development there is potential for temporary air quality impacts at human receptors as a result of fugitive dust emissions from the Site. These were assessed in accordance with the IAQM methodology.
- 6.233 A number of potential mitigation measures to reduce potential impacts from the construction phase have been recommended in the assessment, which will be reviewed and incorporated within the future detailed Construction Environmental Management Plan.

Operational Phase

Approach

- 6.234 For robustness, the AQA has tested a number of scenarios to reflect the Hub’s changing user profile as it transitions from having more commuters/visitors during the early years of operation whilst development in the

Poland Street Zone ‘catches up’ and the Hub’s car parking spaces are predominantly used by residents. These scenarios are set out below but explained in greater detail within the AQA:

- Scenario 1A - Representative of a scenario where the Proposed Development trips are routed using a worst-case distribution.
- Scenario 1B - As per 1A but representative of a more ‘realistic’ distribution of the maximum trip generation in line with 2011 Journey to Work census data and the Applicant’s Transport Consultant’s local knowledge of the surrounding road network.
- Scenario 2A - Representative of a future year where the Poland Street NDF developments are operational and using the Mobility Hub for parking provision.
- Scenario 2B Representative of a future year where the Poland Street NDF developments are operational and using the Mobility Hub for parking provision, using the same ‘realistic’ distribution of trip generation employed in Scenario 1B.

6.235 The following modelling parameters have been assessed and summarised as follows:

- Baseline – 2019 verification year, diffusion tube monitoring and meteorological data with which to carry out model verification, in accordance with LAQM.TG(16). 2019 emission factors and 2019 traffic flows have been used.
- Do Minimum (DM) – baseline (2019) emission factors future year traffic flows¹⁹ (including Committed Developments) without the additional Proposed Development vehicle trips.
- Do Something (DS) –baseline (2019) emission factors with the future year traffic (Scenario 1A, 1B and 2A and 2B), including Proposed Development trips and nearby Committed Development.

6.236 It must be noted that the modelling that underlies the above scenarios is derived from TRICS²⁰ to generate future year traffic data based on the number of dwellings in the Poland Street NDF. For all Scenarios a trip rate of 8.4 trips per space has been applied in AADT for every single day of the year. This presents a worst-case trip generation and in reality, is not likely to be realistic. In reality, lower car trips are likely to be made by residents due to the location of Ancoats, the connection to public transport and the short distance to Manchester City Centre. Therefore, this provides an overly conservative and robust assessment in order to understand the worst-case impacts of the Proposed Development as it evolves over time. It is important to understand that this data has limitations and can lead to overestimations of the impacts of the scheme on local air quality.

6.237 The AQA has identified twenty-six receptors that may be sensitive to the annual mean Air Quality Objective (AQO). These are adjacent to roads that are likely to experience an increase in traffic flows as a result of the Proposed Development and are listed in full within the AQA. These include residential, community, educational, and commercial receptors.

Results

6.238 The potential impacts as a result of the additional vehicle trips associated with the Proposed Development on existing receptors has been assessed using detailed dispersion modelling. The results of the detailed dispersion modelling show the impact at existing receptors ranges from ‘moderate adverse’ to ‘negligible’ in accordance with the EPUK and IAQM planning guidance. Based on this, mitigation measures are required to offset the adverse impacts from the operational phase of the Proposed Development in relation to annual mean NO₂ concentrations only.

¹⁹ Please see the AQA for further details.

²⁰ TRICS is the system of trip generation analysis for the UK and Ireland. First launched in 1989, it is an integral and essential part of the Transport Assessment process, and through continuous investment and development it has expanded into a comprehensive database of traffic and multi-modal transport surveys, covering a wide range of development types. The system allows its users to establish potential levels of trip generation for their development scenarios using a series of database filtering processes, and it is widely used by both transport planning consultants and local authorities (the latter of which use TRICS to audit Transport Assessments). <http://www.trics.org/Default.aspx>

- 6.239 As described above, a number of scenarios were tested in the AQA and presented in full for completeness. However, Scenarios 1A and 2A are considered to be unrealistic as they assume 100% of the vehicle trips travelling north toward Rochdale Road route down Livesey Street which does not represent real world behaviour. Indeed, in reality noting information provided by Hydrock this would not be the case, based on 2011 Journey to Work Census data and Hydrock's local knowledge of the road network. We would also note the commentary in Paragraph 6.232 regarding the fundamentals about the TRICs modelling input which informs the AQA modelling which, again, may not represent reality.
- 6.240 Nevertheless, the results for both of these scenarios showed that there would only be a negligible impact on all receptors with regards to PM¹⁰ and PM^{2.5}concentrates. When considering NO² concentrations, there would only be two receptors where a moderate adverse impact was registered (both of which do not appear in the more realistic 1B and 2B scenarios) and four receptors where a 'slight adverse' impact would be registered.
- 6.241 The more realistic Scenarios (2A and 2B) also show that there would only be a negligible impact on all receptors with regards to PM¹⁰ and PM^{2.5}concentrates. However, critically, when considering NO² concentrations there are no longer any moderate adverse impacts. Instead, there are five 'slight adverse' impacts predicted.
- 6.242 Therefore, in terms of site suitability, the assessment indicates that there will be no likely exceedances of the 1-hour mean AQO for NO², at the Application Site. As such, the Application Site is considered suitable for the Proposed Development without the inclusion of embedded mitigation into the Proposed Development design is required.
- 6.243 Additionally, despite embedded mitigation not being required, operational mitigation has been provided as part of the Proposed Development that would further reduce any impacts modelled above. These are described below and in the AQA itself.

Operational Mitigation

- 6.244 Mitigation measures that will be incorporated into the scheme include Electric Vehicle (EV) active charging provision for 25% of spaces with the ability for all spaces to be upgraded to include EV charging infrastructure installed in the future, allowing the scheme to meet the demand of uptake of EVs in the future with the potential for 100% where demand requires. In addition, 20 car parking spaces will be allocated to the car share club.
- 6.245 The energy strategy for the Proposed Development is for an all-electric approach incorporating electric panel heaters for space heating and electric immersion heaters for domestic hot water with no combustion systems and as such zero on-site emissions. Consequently, there will be no impact to local air quality, a detailed assessment of the proposed energy systems has been screened out and no mitigation is required.
- 6.246 The overall aim of the Mobility Hub and associated delivery hub is to reduce and confine vehicle trips in the Ancoats area as well as providing a coordinated alternative to deliveries to the Poland Street NDF developments. The Mobility Hub is located toward to edge of Ancoats which is expected to reduce vehicles routing through the area, improving public realm. The provision of the Mobility Hub will aim to provide a betterment in terms of traffic in the Poland Street NDF which has the potential to lead to improvements in local air quality.
- 6.247 Provided appropriate mitigation measures are implemented, it is considered that air quality should not be viewed as a constraint to planning and the Proposed Development conforms to the principles of national and local planning policy.
- 6.248 Overall, the AQA concludes that air quality should not be viewed as a constraint to planning and the Proposed Development conforms to the principles of National Planning Policy Framework and the MCC Local Plan Policies.

Human Health

Policy and Guidance

- 6.249 NPPF Chapter 8 *Promoting healthy and safe communities* (paragraphs 91 to 101) sets out that development should promote social interaction and should be safe and accessible, reducing crime and the fear of crime. In addition, proposals should encourage and support health lifestyles through the provision of safe and accessible green infrastructure and layouts that encourage walking and cycling. Developments should also protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.
- 6.250 Paragraph 91 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
- a) *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;*
 - b) *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*
 - c) *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..*

Compliance of the Proposed Development

- 6.251 A Rapid Health Impact Assessment (HIA) has been prepared by Buro Happold in support of the application. The purpose of a HIA is to identify the effects of the Proposed Development on health and wellbeing and to ensure that these are taken into account in preparing the proposal. A Rapid HIA involves a brief investigation of health impacts, including a short literature review and the gathering of knowledge and further evidence. This approach enables specific and / or local health issues to be taken into account by decision makers for the proposed development.
- 6.252 The report defines health as a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity. Wellbeing is defined as a state in which every individual realises his or her own potential, can cope with the normal stresses of life, can work productively and fruitfully, and is able to make a contribution to her or his community. Health and wellbeing are influenced by a range of factors, termed the 'wider determinants of health'. Healthy lifestyles will be encouraged by the creation of new pedestrian links, the provision of publicly accessible open space including new trees, shrubs and habitat planting and the encouragement to take active travel choices.
- 6.253 Planning and development can influence a range of factors that directly affect HWB and the causes of HWB. These include access to resources such as fresh air, healthcare and social infrastructure, open space, sustainable travel, healthy food and employment, as well as exposures to reasonable levels noise, crime and community safety. An established and evidence-informed a) HIA UrHIA (Urban Health Impact Assessment) screening tool and b) HIA HUDU (Healthy Urban Development Unit) scoping tool were used to assess the influence of the Proposed Development against these factors. The tools were developed by the International Health Impact Assessment Consortium (IMPACT) and the NHS respectively. A number of mitigatory measures have also been presented within the report.
- 6.254 Overall, drawing on the authoritative framework offered by the HUDU tool, and provided that mitigatory measures are implemented, the Proposed Development will have an overall beneficial impact on HWB.

Ventilation

Policy and Guidance

- 6.255 *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity.

Compliance of the Proposed Development

- 6.256 A Ventilation Statement has been prepared by Buro Happold, noting the requirements of Policy DM1. The report makes specific recommendations relating to each part of the Proposed Development. The ventilation strategies for each part of the Proposed Development have ensured Part F of the building regulations are met and that the air quality and occupant comfort within the building is satisfactory.
- 6.257 Any negative impact of ventilation systems on accommodation within the proposed development or neighbouring properties has been mitigated by:
- Ensuring all ventilation systems do not exhaust onto any neighbouring buildings or locations where people are likely to be present.
 - Providing openable windows/doors within habitable spaces to mitigate the risk of overheating during summer months.
 - Installing noise attenuation equipment on ventilation plant in order to comply with the acoustic criteria.
 - Ensuring smoke shafts terminate above or away from any emergency escape routes.

TV Reception

Policy and Guidance

- 6.258 *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity.

Compliance of the Proposed Development

- 6.259 A Baseline Television Reception Survey has been carried out by Pager Power for the Proposed Development, noting the requirement of Policy DM1. This took place prior to the introduction of the Proposed Development in order to record the existing television signal strengths and quality. These test results, used in conjunction with other information recorded during the survey (for example, the existing surrounding buildings), were used to assess the potential impact of the Proposed Development on television reception.
- 6.260 Potential effects on television reception were assessed based on technical modelling in accordance with published guidance. The desk-based analysis was supplemented by a baseline reception survey that took place in the potential interference zones to increase the accuracy of the assessment further.
- 6.261 The study has focused on the reception of VHF (FM) radio and the two television broadcast platforms that could possibly be impacted by the proposed development – digital terrestrial television and digital satellite television services.
- 6.262 The Proposed Development will introduce tall structures that will have a shadowing effect to the south east therefore receiving aerials in the Proposed Development may experience degradation of terrestrial television reception quality. In the event that effects are reported, it is recommended that a reception measurement is undertaken (post-construction) to investigate the likely cause of the interference. If mitigation is required, provision of alternative receiving equipment such as a satellite dish or cable television is likely to be most appropriate solution. No requirement for pre-emptive mitigation has been identified.

- 6.263 On this basis, the Proposed Development is not anticipated to lead to any adverse impact on reception of terrestrial, digital or radio signals.

Crime and Security

Policy and Guidance

- 6.264 *Core Strategy Policy DM1 Development Management* outlines that all development should have regard to community safety and crime prevention.
- 6.265 Chapter 8 of the NPPF Promoting healthy and safe communities, states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

Compliance of the Proposed Development

- 6.266 A Crime Impact Statement has been prepared by Greater Manchester Police's Secure by Design team, noting the requirements of Policy DM1.
- 6.267 The proposed building clearly defines the different uses of the building and all entrances can be easily located and navigated.
- 6.268 The building provides ground floor activity in the form of residential entrances and commercial units. These uses offer good levels of activity and natural surveillance of the adjacent public realm. Glazed elevations to most of the public elevations will help to enliven the street scene and enhance natural surveillance of and from the building.
- 6.269 The Crime Impact Statement highlights that the crime in Ancoats is relatively high. The Proposed Development will have on-site private management/ security team patrolling the area regularly which will deter offenders from operating in the area, and potentially, from targeting the proposed car park.
- 6.270 The Proposed Development will result in an increase in footfall in the area, improving vitality across the wider area, providing additional natural surveillance, which can help promote a greater sense of safety on the street.
- 6.271 The Site will be covered by a comprehensive monitored CCTV and lighting system.
- 6.272 The relevant parts of the NPPF, Development Plan and all material considerations have been considered in the preparation of the Proposed Development and are assessed within this section along with Appendix A, with reference to the accompanying technical reports prepared in support of the planning application.
- 6.273 Overall, the Proposed Development is considered to be in accordance with policies and guidance at both local and national levels. It also accords with the requirements of Section 38(6) of the Planning and Compulsory Purchase Order Act (2004) and Paragraph 11c of the NPPF.

7. Summary

- 7.1 This Planning Statement (the “Statement”) accompanies an application for Full Planning Permission submitted to Manchester City Council (MCC), in respect of land 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.
- 7.2 The Site is in a highly strategic location due to the proximity of a wide range of transport links and the current use of the Site as low-rise, multi-tenanted industrial estate units does not fully utilise the Site’s locational advantages. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.
- 7.3 The Proposed Development comprises the erection of an 8-storey mobility hub development which will provide secure cycle parking, car parking spaces with EV charging points (including spaces for car sharing and car clubs), a ground floor retail unit and a delivery hub. Full details on the Mobility Hub’s offer can be found within Section 4 of this Statement.
- 7.4 The proposals for the Hub seek to support the growth of a resilient, future-ready neighbourhood by embedding sustainable transport choices, smart logistics, and shared services into the heart of an emerging and sustainable neighbourhood. It will also have wider benefits in supporting Manchester City Council’s ambition for growth within the City Centre and East Manchester, as well as its journey to becoming a Net Zero Carbon city.
- 7.5 This innovative project is proposed to meet the parking requirements of residents and businesses in the Poland Street Zone, 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 in the NDF, the Hub will provide sustainable transport solutions and respond to the community’s desire to prioritise people over vehicles in the local area.
- 7.6 MCC has agreed the concept of the Hub as a strategic policy priority. It features as a case study within the recently endorsed City Centre Transport Strategy and is identified as an asset where early work on establishing a business case should be pursued. Additionally, in November 2020, a report was issued to the Manchester City Council Executive which detailed the then emerging concept of the Ancoats Mobility Hub and highlighted how the development will contribute to the delivery of a highly sustainable neighbourhood. The Hub is more than “just a car park” and will deliver a wide range of publicly accessible uses that will benefit the wider neighbourhood and its community.
- 7.7 The City Centre Transport Strategy (March 2021) developed by Transport for Greater Manchester, Manchester City Council and Salford City Council has been prepared to guide how city centre transport is improved across the next two decades. The Strategy outlines the role that Mobility Hubs will play in the future of city centre access and supports the development of a Mobility Hub within Ancoats. The Proposed Development includes all of the facilities outlined within the City Centre Transport Strategy and a response highlighting how the scheme performs against its ambitions is provided within this Statement and the Transport Assessment prepared by Hydrock.
- 7.8 The Site, and the Poland Street Zone, has been largely underutilised for many years and has been earmarked as a priority regeneration area. The proposed productive re-use of the Site will be a positive contributor to Ancoats and New Islington’s ongoing regeneration. The height of the Proposed Development is in line with the guidance provided in the NDF. A comprehensive design evolution process has been undertaken, the design has been continuously tested – noting the Site’s location within the Ancoats Conservation Area - to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Historic England, Greater Manchester Police and the wider community.

- 7.9 The Hub is a tool to enable change, facilitating a modal shift away from dependency on private cars towards cycling, public transport, car clubs and walking, and offering the opportunity to break the traditional link between home and car. Alongside provision for private cars, the Hub will provide residents and visitors with the capability and opportunity to make choices about their mode of transport that contribute to a cleaner, greener, safer neighbourhood – including provision for electric vehicles. It factors in that this will be a gradual process and therefore the Hub has flexibility built in to enable users to make changes and choices when it's right for them to do so – for example, by enabling users to sell their space back to the Hub if they decide they want to move away from private car ownership.
- 7.10 Where private car parking is provided, it is important that this is future-proofed and is flexible enough to respond to potential modal-shifts. The Hub includes a market leading EV charging provision in Manchester in direct response to this. From day one, 25% of the proposed car parking spaces (102) will provide EV charging facilities and the building has been future proofed such that capacity can increase up to 100% in line with demand. 7 rapid EV chargers each rated at 50kW will benefit from the PVs generated electricity and will be available from 'day one', supporting visitor parking.
- 7.11 The Hub would specifically address one of the key existing issues within the neighbourhood: on-street and surface car parking. It should be noted that the existing "business as usual" approach to parking significantly detracts from the quality of place. Currently, the neighbourhood is characterised by poor quality surface car parks, on-street car parking, and congestion. Without the Hub and neighbourhood TROs, this trend is likely to continue which will mean more unmanaged parking and the disbenefits this generates. It is notable that the Site falls within the Ancoats Conservation Area – one of the city's most important historic areas – and the existing situation could be claimed to detract from its special historic interest.
- 7.12 This also contributes towards MCC's ambition within the City Centre Transport Strategy to improve the management of on-street parking facilities. This notes that "new developments will remove surface car parks and on-street parking will be reduced to make better use of street space, such as providing wider footways, more dynamic loading or servicing provision, space for bars and restaurants or parklets". It also notes that "MCC will review the levels of parking by residents and non-residents through surveying parking patterns and occupancy rates in the fringe areas of the city centre. This information will be used to develop as required an appropriate residents parking scheme in the neighbouring areas of the city centre to ensure that residents have fair access to parking near their homes".
- 7.13 As neighbourhood infrastructure, it will help to maintain and enhance a world-class lifestyle which has been brought to the area as a result of previous regeneration initiatives. Facilities at the Hub will be inclusive and won't be dependent on home ownership in the area. Car club/car sharing, cycle hub and even car parking spaces via season ticket can be accessed by all residents, regardless of tenure, and offer a range of more affordable mobility options than car ownership.
- 7.14 A key part of the vision for the Poland Street Zone, as outlined within the NDF, is an ambition to curate a diverse and multi-generational community through providing a housing mix and living environment that opens up the Ancoats' urban lifestyle to a broader range of people. This will still include young professionals, who arguably are the prevalent demographic within developments delivered in Ancoats to date. However, increasingly Ancoats is attractive to young families, established professional couples, and older residents looking to benefit from living closer to attractions within the City Centre. These groups may have a greater need to use a car than young professionals, as set out below, and it is critical that we still envisage a future where cars are relevant for City Centre living.
- 7.15 The Hub would offer the choice to suit the needs of an individual dependent on their circumstances. This includes the ability to acquire the right to park or access to a centralised facility with Car Club / Car Sharing opportunities. Developing this point further, the Hub will be pioneering in breaking the traditional link between residential leases and car parking leases. Typically, these arrangements align the car parking lease with the residential lease (with a premium paid on purchase / rental prices for the car parking lease) and do not offer flexibility for those whose circumstances may change over time. For example, a couple who may not be able to purchase a lease for car parking with their apartment but want to start a family and decide they need a car. In this situation, the couple may choose to leave the City Centre, or even Manchester, in search of a property where car parking can be provided. The Hub will allow a resident to acquire and relinquish a right to a parking

space as their circumstances change, creating a unique level of flexibility for future residents in the Poland Street Zone. This 'right to access' will be available for residents within Built to Rent or Market Sale accommodation, maximising the number of residents who can benefit.

- 7.16 Ultimately, the Hub will authentically evolve a neighbourhood from being the 'pioneer industrial suburb of the industrial revolution' to a pioneer suburb for our current times.
- 7.17 A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in Section 6 and Appendix A of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan and is further justified in the context of other material considerations, including the NPPF and measures taken to mitigate any identified impacts.
- 7.18 In conclusion, a detailed assessment of the proposals has been undertaken against planning policy at all levels. Taking all of this into account, it can be concluded that the Proposed Development is considered to be consistent with the aims and objectives and policies of the Development Plan taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the proposed development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. The Ancoats Mobility Hub is identified within the City Centre Transport Strategy as a key intervention where MCC will aim to complete a business case for early delivery. Additionally, the Proposed Development supports MCC's strategy for delivering positive regeneration across the Poland Street Zone, as envisaged by the Poland Street Zone NDF. As such, the proposed development therefore merits of the support of the local planning authority.

Appendix A: Planning Policy Summary

Local Planning Policy

Manchester Core Strategy (July 2012)

The Site is situated within the administrative boundary of MCC and is subject to the provisions of the Manchester Core Strategy, which was adopted by the Council on 11 July 2012.

The Core Strategy sets the overall strategic direction for planning for Manchester over the plan period from 2012 to 2027 and is in line with national policies. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

The application Site is located within Ancoats, which is identified in the Core Strategy as being located in East Manchester. Following the adoption of the updated City Centre Strategic Plan (2017), as summarised in this Section, the City Centre boundary was extended to the north to include Ancoats and New Islington and reflect its current and future development ambitions. Whilst it is not formally adopted as part of the City Centre in the Development Plan, there is clear intent for the growth in this geographical area. Manchester City Centre is identified as a focus for primary economic development in accordance with Policy CC1 Primary Economic Development Focus: city centre and fringe.

The Core Strategy policies that have been considered are as follows:

Core Strategy Policy	Justification
Policy CC1 Primary Economic Development Focus – The City Centre is a strategic economic location and focus of employment growth in the City and City Region. Within the City Centre and the fringe, a variety of high-quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. New, and the enhancement of existing, infrastructure provision which supports the agglomeration role of the City Centre and Fringe will be supported. Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre. Proposals in the City Centre and City Centre Fringe will need to take account of the flood risk issues.	The Mobility Hub will provide facilities which will support the residential and employment growth within the neighbourhood. The Mobility Hub will deliver amenity and community infrastructure which will support the future residential development. The following neighbourhood facilities will be provided by the Hub: - A delivery hub providing logistic requirements for the proposed 1,500 new homes in the Poland Street Zone and will include last-mile delivery service for future residential development. - 221 sq. m. of commercial floorspace . - Secure cycle store for 150 bikes and dedicated cycle lockers and changing facilities for members. Additionally, the Hub will include a Transport for Greater Manchester (TfGM) managed cycle hire facility. - 408 car parking spaces including 25% EV charging provision which will grow with demand. Spaces in the short term are likely to be used by visitors and commuters. However, the long-term ambition is for the Hub to provide car parking spaces predominately for the residents of the Poland Street Zone.

Core Strategy Policy	Justification
	- Car club to allow local residents to hire a car as required from a central fleet of vehicles which will be located within the Mobility Hub. The Proposed Design with the PV installation of 138.6 kWp to generate an estimated output of 97.6 MWh will significantly reduce energy consumption and carbon emissions of the landlord operation energy, with a surplus during the summer months to feed the EV chargers. In addition, the proposed PV will also contribute to the reduction of grid electricity in the EV charging. The impact of Climate Change on the Proposed Development has also been considered. According to the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development
Policy CC5 Transport - The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles.	The development will provide sustainable transport choices, smart logistics and other shared neighbourhood services within the Ancoats and New Islington NDF Area. The development will 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 by providing infrastructure that offers sustainable alternatives. Electric Vehicle (EV) charging facilities will be provided at 25% of the car parking spaces, with the power infrastructure having the capability of providing 100% EV with smart management in place. The charging facilities will benefit from connection to the rapidly decarbonising National Grid. The development has been carefully designed to ensure it is integrated with the cycling and walking routes in the area. 150 commuter/visitor cycle parking spaces will be provided at the Site which is a favourable provision compared to other transport interchanges including Manchester Victoria (38 spaces) and Manchester Piccadilly (43 spaces). The cycle storage and cycle hub facilities (including shower and changing facilities) will be promoted to residents in the neighbourhood to encourage cycling as a primary mode of transport. The Mobility Hub is expected to be a potential base for TfGM's future cycle hire facilities. A car club will also be provided at the Hub which will encourage flexible car sharing/rental over car ownership,

Core Strategy Policy	Justification
	offering a range of vehicles to suit as many users as possible. The Mobility Hub consolidates parking supply within Ancoats into a single area removing traffic from the wider network of streets. The removal of trips will help to provide a safer environment for city centre users.
Policy CC10 A Place for Everyone - The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.	The building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. For further information regarding accessibility through design, please refer to the Access Chapter in the Design and Access Statement. The Mobility Hub provides an opportunity for commuters and visitors to continue the remainder of their journey via public transport and through digital innovation real time public transport updates can be provided. It also allows streets within Ancoats to continue to be used for leisure uses rather than for vehicle uses.
Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes. • Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area • While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. • Wherever possible the opportunity should be realised to enhance existing and provide new	The Proposals respond to the character area through providing a high-quality building that follows the design principles set out in the Ancoats and New Islington NDF. As established within the NDF there is the desire to expand on the success of Ancoats and create a live work neighbourhood. The Site also falls within the Ancoats Conservation Area and this has been considered in the design approach, noting that engagement has taken place with Historic England to present the design as it has evolved. The Site is arranged to maximise the amount of public realm and provide visual active frontage to the new street connecting Ancoats Green to Poland Street. The building is located towards the north of the plot to facilitate the establishment of a new link to Ancoats Green and the public facing facilities have been arranged along this route so the Proposed Development contributes positively to the experience of all at street level. The Proposed Development has been set back from the boundaries of the Site in order to invite visitors into the Site and a compact form has been selected in order to maximise the amount of public realm. Further information on the approach taken to design the scheme is provided within the accompanying Design and Access Statement prepared by Buttress.

Core Strategy Policy	Justification
areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.	
Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.	An Environmental Standards and Energy Statement has been prepared by Buro Happold. The Statement demonstrates how the proposals contribute to sustainable development in Manchester and seek to mitigate the environmental impacts of the scheme. In addition, the statement outlines the energy saving measures that will be considered and also outlines which on-site renewable techniques could be appropriate if considered necessary.
Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.	An Environmental Standards Statement has been prepared by Buro Happold and is submitted in support of the application which sets out the planned energy reduction measures for the Proposed Development and addresses the requirements of Policy EN6.
Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	Appendix B and C (Green and Blue Infrastructure Statement and Climate Emergency Response) submitted in support of the application set out in detail how the Proposals will be adaptable to climate change in terms of its sustainable design and construction. Through adopting the 'fabric first' approach for the ground floor amenity and commercial spaces, the Proposed Development can meet the EN6 planning requirement of 15% improvement on Part L 2010, which is approximately 6% over Part L 2013. By using PVs, the Proposed Development has the potential to meet the projected carbon standards of the upcoming Part L 2020 (based on the consultation paper). The renewable electricity generated from the roof PVs can deliver up to 40% energy and CO2 reductions for the development. The Proposed Design with the PV installation of 138.6 kWp to generate an estimated output of 97.6 MWh will significantly reduce energy consumption and carbon emissions of the landlord operation energy, with a surplus during the summer months to feed the EV chargers. In addition, the proposed PV will also contribute to the reduction of grid electricity in the EV charging.

Core Strategy Policy	Justification
	In addition, it is considered that the Proposed Development is less likely to be impacted by the effects of Climate Change. For example, having reviewed the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development. A Sustainability Statement has been prepared by Buro Happold which presents MLSDC's vision for sustainable development and builds on evidence from their existing estate. This statement also presents an assessment of how the Proposed Development achieves against MLSDC's framework for sustainability.
Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.	The application is supported by a Site Waste Management Strategy prepared by Buttress. This strategy sets out the arrangement for collection of general and recyclable waste for the ground floor commercial unit and delivery hub.
Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy. The policy highlights that the Council will support proposals that: - Improve choice by developing alternatives to the car. - Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car - Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. - Improve pedestrian routes and the pedestrian environment. - Improve and develop further Manchester's cycle network. - Contribute to improvements to the extent and reliability of the public transport network. - Improve and develop appropriate road and freight transport routes and associated intermodal freight	The Proposed Development will contribute to the regeneration of the Ancoats and New Islington Area. It will 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. The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections. In the short term the 408 car parking spaces are likely to be used by visitors and commuters. However, the long-term ambition is for the Hub to provide car parking spaces predominately for the residents of the Poland Street Zone. Secure bike storage and changing facilities will be located within the hub and local residents will be encouraged to use the facilities. The Ancoats Mobility Hub will facilitate a step change in modal shift and in the take-up of electric vehicles. The Proposed Development will provide electric vehicle charging points at 25% of the overall spaces. The power infrastructure has the capability of providing 100% electric vehicle spaces, therefore as usage of electric vehicles increases the Mobility Hub will have the ability to be upgraded to meet demand. Initially there will be seven rapid chargers each rated at 50kw which will be made

Core Strategy Policy	Justification
transport facilities in order to assist in the sustainable and efficient movement of goods. - Facilitate modes of transport that reduce carbon emissions. - Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties. - Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists, public transport; commercial access; general off peak traffic; and, general peak time traffic.	available for visitors; however, this will increase overtime in response to demand. By concentrating the traffic movements in one area of the Poland Street Area, the Mobility Hub will promote regeneration and economic vitality in the neighbourhood by relieving traffic congestion. The multi-modal hub will provide cycle hire and car share facilities which will improve access to jobs and services, particularly for those most in need and for those without a car. The Mobility Hub is designed to be an inclusive neighbourhood amenity and the Site has been designed to provide step free access to all ground units, the cycle hub units and the stair and lift cores providing pedestrian access to the car park levels. 24 disabled parking bays will be provided within the development which equates to 6% provision. Smart parcel lockers for local residents to use will be located at the central parcel hub. There is an aspiration for deliveries to nearby residential buildings to be made using electrical vehicles or e-cargo bikes. This will result in an improvement of delivery transport routes and will assist in the sustainable and efficient movement of goods within the neighbourhood. Ultimately, the Hub improves travel options, promotes a transition to sustainable transport, and seeks to reduce congestion within the neighbourhood.
Policy T2 Accessible Areas of Opportunity and Need – The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.	The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections. The Mobility Hub provides an opportunity for commuters and visitors to continue the remainder of their journey via public transport and through digital innovation real time public transport updates can be provided. It also allows streets within Ancoats to continue to be used for leisure uses rather than for vehicle uses. The application is supported by a Transport Assessment, prepared by Hydrock, which concludes identifies that the Proposed Development is located in a highly accessible location in Ancoats and so is well located to make use of the existing and proposed public transport links and pedestrian/ cycle routes. Vehicle access to the Site will take place from Poland Street, along the western boundary of the Site. The results of the detailed capacity assessments undertaken by Hydrock conclude that the vehicle impacts associated with the Proposed Development at all junctions are not severe, with the junctions clearly

Core Strategy Policy	Justification
	operating within capacity, and are concluded to result in minimal change to the future situation. The Transport Assessment prepared by Hydrock highlights that the A664 Rochdale Road/ Livesey Street junction is operating close to capacity within both the AM and PM peak hours, and the capacity only worsens during the future base years, with the committed developments and with the Proposed Development in place. However, it is noted that the Degree of Saturation percentage increase with the development in place result in a minimal increase change. Therefore, Hydrock conclude that the development's impact on the local network is not considered material and does not require future consideration.
Policy DM1 Development Management - All development should have regard to the specific issues including effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	The application is supported by reports in relation to Noise, Transport (including road safety and trip generation), Air Quality, Sustainability, Sunlight and Daylight, Waste Management, and Servicing. The application is also supported by a Crime Impact Statement and a Design and Access Statement. These reports assess the impact of the Proposed Development upon the local environment, recommend mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users.

Ancoats and New Islington NDF – Poland Street Update (July 2020)

Principle	Justification
Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.	Commercial floorspace will be provided at the ground floor of the Proposed Development. This will provide opportunities for a wider mix of uses within the neighbourhood and will assist in creating a Live Work neighbourhood as set out within the NDF.
The quality of the wider mix of uses in the area should be carefully managed. Start-up businesses and independent operators should be encouraged through flexible leasing strategies, as well as established operators. For build-to-rent schemes there is potential to incorporate space at the ground floor of buildings which starts life in residential use before converting to commercial use in the future as population and activity in the area builds up over time.	The Mobility Hub consolidates parking supply within Ancoats into a single area removing traffic from the wider network of streets. The removal of trips will help to provide a safer and more pleasant environment for city centre users. The Hub also provides a wide range of sustainable transport options including commuter/visitor cycle parking and car club and car sharing facilities. It also provides a delivery hub. Additionally, by removing car parking facilities from individual plots it provides the opportunity for residential developments to include further amenity and community spaces.

Principle	Justification
New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canal-side settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.	The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections, exploiting Ancoats' locational advantages. The Mobility Hub provides an opportunity for commuters and visitors to continue the remainder of their journey via public transport and through digital innovation real time public transport updates can be provided. It also allows streets within Ancoats to continue to be used for leisure uses rather than for vehicle uses.
New development should contribute towards the creation of a neighbourhood that is spatially integrated. This should be: across the neighbourhood as a whole; with the city core, the Northern Quarter and Piccadilly; and, with existing and emerging communities that adjoin the site including Miles Platting and the emerging Northern Gateway communities.	The development will provide sustainable transport choices, smart logistics and other shared neighbourhood services within the Ancoats and New Islington NDF Area. The development will 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 by providing infrastructure that offers sustainable alternatives. In addition, traffic calming measures have been recommended including a coloured raised table and Traffic Regulation Orders in the form of double yellow lines on Poland Street, as explained within the Transport Assessment prepared by Hydrock.
New development should not be considered in isolation but contribute towards a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.	
Creating a spatially integrated neighbourhood will require enhanced north south connections back to the city centre core and improved inter-radial (east-west) connectivity for pedestrians and cyclists.	
A specific objective in this regard will be to recognise key neighbourhood connectors which intuitively influence movement patterns through the area, and in so doing, to assist in defining those key connections via well considered, high quality and consistent public realm works that create attractive and free flowing pedestrian and cyclist orientated routes. Options to address the current issues of rat running should also be considered.	Electric Vehicle (EV) charging facilities will be provided at 25% of the car parking spaces, with the power infrastructure having the capability of providing 100% EV with smart management in place. The charging facilities will benefit from connection to the rapidly decarbonising National Grid. The cycle storage and cycle hub facilities will be promoted to residents in the neighbourhood to encourage cycling as a primary mode of transport. A car club will also be provided at the hub which will encourage flexible car sharing/rental over car ownership, offering a range of vehicles to suit as many users as possible. The development has been carefully designed to ensure it complements cycling and walking routes in the area. This is most notably achieved through the provision of high quality public realm through The Yard which interacts positively with the Hub's public facing facilities. This will improve connectivity across the neighbourhood and contribute towards a future route between the city centre and Miles Platting via Ancoats Green. An overarching Poland Street Zone Public Realm and Traffic Regulation Order Strategy is being produced to deliver the aspirations of the NDF. This is currently at an early stage of development and there is no timeline for

Principle	Justification
	when this will be completed. Manchester Life have been in close dialogue with MCC to understand the latest position as this develops.
Opportunities to retain and enhance both shorter- and longer-range views across the 3 areas should be carefully considered, in contributing to a more connected and cohesive neighbourhood.	The impact of the proposals on surrounding townscape views has been fully assessed within the Planning Application. The Heritage Assessment takes into consideration the key views and demonstrates that the Proposed Development is in accordance with the requirements of the Historic England's guidance Statement of Heritage Significance (2019) and Conservation Principles, Policies and Management for the Sustainable Management of the Historic Environment (2008).
To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality.	The Site is currently occupied by a small industrial estate, which does not positively contribute to the character and appearance of the conservation area. It has been agreed with Historic England that the prominent location of the Site within the streetscape of Ancoats makes it an appropriate location for a larger, and more visually dominant, built form. Therefore, rather than referencing the historic environment the Proposed Development will be a prominent and juxtaposing development. It has been noted that there are some other buildings within the conservation area which are equally contrasting in their character and which are identified to make a positive contribution to the character and

Principle	Justification
	appearance of the conservation areas in their own right. The proposed location of the Mobility Hub, on the edge of the conservation area, reduces the impact on the significance of the heritage asset. It is considered that the Hub will represent an improvement in built quality compared to the existing development on the Site and shall enhance the character and appearance of the Conservation Area, whilst creating public benefits.
New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines. Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area. New areas of public realm should provide amenity for residents and employees in the area. Public realm design should seek appropriate opportunities to celebrate the historic features of the district which define its special character.	The Site is arranged to maximise the amount of public realm and provide visual active frontage on the Yard which will improve connections and contribute towards a future connection linking the City Centre with Miles Platting via Ancoats Green. The building is located towards the north of the plot to establish a new East West link to Ancoats Green and the public facing facilities have been arranged along this route. The Hub represents one of the first pieces of public realm in the Poland Street Zone and will contribute to improving north-south connections across the neighbourhood. It will complement a neighbourhood wide Public Realm and Traffic Regulation Order strategy being prepared by MCC which will deliver on the aspirations within the Poland Street Zone NDF. 20 new trees are proposed to be planted as part of the public realm design. The species have been chosen as a response to the climatic conditions of the Site and to provide a vertical framework of seasonal colour to animate the public realm space throughout the year. The trees will provide improved biodiversity, remove pollutants and mitigate the urban heat island effect. Additionally, other planting types such as ornamental planting and rain garden planting have also been included within the design. The public realm materials have been chosen so that they are high quality, low maintenance and have a long design life.
New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. This may include on-site solutions or off-site solutions where site constraints and viability considerations dictate (e.g. listed buildings). On-site car parking solutions should be incorporated into	The Proposed Development will meet the parking requirements of the next phase of residential and commercial development in Ancoats, providing a consolidated off-site solution, removing parking from individual schemes and promoting a shift away from car ownership by providing the infrastructure to offer sustainable alternatives.

Principle	Justification
development proposals in a manner that does not detract from the character or animation of the street.	The Mobility Hub consolidates parking supply within Ancoats into a single area removing traffic from the wider network of streets. The removal of trips will help to provide a safer and more attractive environment for city centre users. The Mobility Hub provides an opportunity for commuters and visitors to continue the remainder of their journey via public transport and through digital innovation real time public transport updates can be provided. It also allows streets within Ancoats to continue to be used for leisure uses rather than for vehicle uses. As well as car parking spaces, the Hub also includes alternate sustainable forms of transport including car club and car sharing and will create space for a future e-bike hire scheme by TfGM. In addition, a cycle hub with 150 visitor/commuter cycle parking spaces is also included. Additionally, by removing car parking facilities from individual plots it provides the opportunity for residential developments to include further amenity and community spaces, as well as greater provision of active frontages.
To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of “Secured by Design.”	Consultation has taken place with the Secure by Design Team at Greater Manchester Police. The Proposed Development has been designed in line with the recommendations from Greater Manchester Police as set out in the Crime Impact Statement also submitted with this application.
A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design.	The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station). Through adopting the ‘fabric first’ approach for the ground floor amenity and commercial spaces, the Proposed Development can meet the EN6 planning requirement of 15% improvement on Part L 2010, which is approximately 6% over Part L 2013. By using PVs, the Proposed Development has the potential to meet the projected carbon standards of the upcoming Part L 2020 (based on the consultation paper). The renewable electricity generated from the roof PVs can deliver up to 40% energy and CO2 reductions for the development. The Proposed Design with the PV installation of 138.6 kWp to generate an estimated output of 97.6 MWh will significantly reduce energy consumption and carbon emissions of the landlord operation energy, with a surplus during the summer months to feed the EV

Principle	Justification
	chargers. In addition, the proposed PV will also contribute to the reduction of grid electricity in the EV charging. A Sustainability Statement has been prepared by Buro Happold which presents MLSDC's vision for sustainable development and builds on evidence from their existing estate. This statement also presents an assessment of how the Proposed Development achieves against MLSDC's framework for sustainability. It is considered that the Hub is ideally located considering its range of uses and proposed use as neighbourhood infrastructure. This is justified in full within the Technical Case for Hub prepared by Deloitte and submitted as part of this application. However, in summary, the key conditions for a successful asset are met insofar as the Site benefits from proximity to key roads including Oldham Road which allows benefits by minimising trips through the neighbourhood, proximity to residents in Ancoats (most specifically the Poland Street Zone), and is within MCC ownership who will operating the Hub in conjunction with a selected operating partner.

Appendix B: Green and Blue Infrastructure Statement

Green and Blue Infrastructure

The table below outlines how the Proposed Development responds to the vision and objectives set out in the Manchester Green and Blue Infrastructure Strategy 2015 (and in turn Core Strategy Policies EN9 Green Infrastructure and EN15 Biodiversity and Geological Conservation). It should be read in conjunction with the Design and Access Statement.

Table B.1: Assessment of Proposed Green and Blue Infrastructure - Vision

Vision:	Response:
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	The Site is arranged to maximise the amount of public realm and provide visual active frontage to the proposed landscaping, most importantly The Yard. The building is located towards the north of the plot to accommodate The Yard and the public facing facilities have been arranged along this route. This will form one of the first parts of wider public realm improvement in the Poland Street Zone, noting that MCC are currently developing a neighbourhood wide Public Realm and Traffic Regulation Order Strategy that will deliver the aspirations of the NDF in this regard. 20 new trees are proposed to be planted as part of the public realm design. The species have been chosen as a response to the climatic conditions of the Site and to provide a vertical framework of seasonal colour to animate the public realm space throughout the year. The trees will provide improved biodiversity, remove pollutants and mitigate the urban heat island effect. Additionally, other planting types such as ornamental planting and rain garden planting have also been included within the design. The public realm materials have been chosen so that they are high quality, low maintenance and have a long design life. Further public realm works may be proposed by Manchester City Council as part of a neighbourhood wide landscaping masterplan at a later stage; however, the design proposed as part of this planning application will be of high quality. MCC and MLSDC will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop.

Table B.2: Assessment of Proposed Green and Blue Infrastructure - Objectives

Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The Proposed Development will involve the redevelopment of a previously developed site and will unlock access to green and blue infrastructure through the provision of a green space. This will form one of the first parts of wider public realm improvement in the Poland Street Zone, noting that MCC are currently developing a neighbourhood wide Public Realm and Traffic Regulation Order Strategy that will deliver the aspirations of the NDF in this regard. The Site is arranged to maximise the amount of public realm and provide visual active frontages. In addition, living green walls using climbing plants will establish an interesting and natural feature for the façade of the building and will screen the car park. This includes a substantial green wall on the southern elevation which benefits from increased level of sunlight throughout the day. The Site is arranged to maximise the amount of public realm and provide visual active frontage to the proposed landscaping, most importantly The Yard. The building is located towards the north of the plot to accommodate The Yard and the public facing facilities have been arranged along this route. 20 new trees are proposed to be planted as part of the public realm design. The species have been chosen as a response to the climatic conditions of the Site and to provide a vertical framework of seasonal colour to animate the public realm space throughout the year. The trees will provide improved biodiversity, remove pollutants and mitigate the urban heat island effect.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	The benefits derived through the Proposed Development will help to create a level of understanding and respect for Manchester's Green and Blue Infrastructure assets. The improved streetscape, pedestrian linkages and allotments will encourage people to walk around the building. Many residents and visitors of Manchester highly value the New Islington Marina and Cotton Field Park that is located close to the Site. This is due to a number of reasons including increased footfall, public realm improvements and its connection to the City Centre that have occurred primarily as a result of new development. As people grow increasingly concerned with the need to take responsive action to Climate Change, new development needs to be more innovative and sensitively

Objectives established to enable the vision to be achieved:	Response:
	designed to reduce its impact. The Proposed Development will increase people's awareness of the importance of Green Infrastructure with the proposed landscaping and incorporation of green walls.

Appendix C: Climate Emergency Response

In March 2020, MCC published its Climate Change Framework 2025-2025 (“the Framework”). This Framework is a high-level strategy for meeting the Council’s commitment to ‘play their full part’ on climate change. It will need to develop over the next five years, in line with changes in policy, climate science, the Council’s rate of progress on this issue, and other factors.

The Framework sets four overarching objectives as described below:

- Objective 1 – Staying within our carbon budgets
- Objective 2 – Climate adaptation and resilience
- Objective 3 – Health and wellbeing
- Objective 4 – Inclusive, zero carbon and climate resilient economy.

In addition, there are a six Priority Actions that will focus efforts to achieve these overarching objectives. These are described below alongside consideration of how the Proposed Development supports their aspirations.

Priority actions

Priority Action 1 – Buildings

New buildings

We need to ensure that new developments in the city don’t eat into our limited carbon budgets and add to the already significant retrofit challenge. This means that we need them to be built and operated to zero carbon standards as soon as possible.

The ideal way to do this is through UK Government establishing a national zero carbon definition and methodology for its implementation, and for Manchester City Council to implement this standard as quickly as possible through the local planning system.

This should include applying zero carbon standards to all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, with a view to all new development needing to be zero carbon from 2023 at the latest, when the new Manchester Local Plan is expected to become operational

MCC highlights that the “ideal way” to achieve zero carbon standards is through the UK government to establish a national zero carbon definition and methodology for its implementation. MCC would then be able to implement this through their local planning system, creating certainty for developers on what is expected to achieve “zero carbon standard”. In absence of this certainty, the most appropriate way forward for development is to be cognisant of the aspiration to reduce the city’s impact on Climate Change and design proposals to support this as far as practical.

Full details on the measures that have been considered and incorporated are set out the Environmental Standards and Energy Statement, submitted as part of this application, but in summary they include:

- Through adopting the ‘fabric first’ approach for the ground floor amenity and commercial spaces, the Proposed Development can meet the EN6 planning requirement of 15% improvement on Part L 2010, which is approximately 6% over Part L 2013. By using PVs, the Proposed Development has the potential to meet the projected carbon standards of the upcoming Part L 2020 (based on the consultation paper). Please see Paragraph 6.7 for a description of measures invoked in the scheme as part of the ‘fabric first’ approach to design.

- The renewable electricity generated from the roof PVs can deliver up to 40% energy and CO2 reductions for the development.
- The Proposed Design with the PV installation of 138.6 kWp to generate an estimated output of 97.6 MWh will significantly reduce energy consumption and carbon emissions of the landlord operation energy, with a surplus during the summer months to feed the EV chargers. In addition, the proposed PV will also contribute to the reduction of grid electricity in the EV charging.

Construction environmental impacts will be monitored and minimised through contractor compliance with a Construction Environmental Management Plan, including through responsible construction management practices; implementation of pollution prevention policies; monitoring construction site energy and water consumption; and implementation of a sustainable procurement plan to ensure key materials are as responsibly sourced as possible.

Priority Action 2 – Renewable Energy

We need a combination of two, possibly three, sources of renewable electricity:

Our own renewable energy generated inside the city: this includes significant increases in the amount generated from solar photovoltaic (PV) panels. In 2019, only 1% of Manchester's electricity demand was met by local renewable generation.

Decarbonised National Grid: driven by UK Government, the National Grid has been decarbonising in recent years; we need this to continue but at an accelerated rate, with a view to being fully decarbonised as soon as possible.

Our own renewable energy generated outside the city: this could include through 'power purchase agreements' with renewable energy generators, and/or investing in our own renewable energy generation through, for example, wind farms, solar farms, and others. This option is particularly important if the National Grid doesn't decarbonise at the rate we need it to.

We will also become more compatible with intermittent generation by developing smart grids and dynamic demand within Manchester.

The proposed energy strategy will provide a number of benefits in terms of energy efficiency, deliverability and viability of the scheme as a whole. The advantages of the proposed all-electric strategy include being able to take advantage of a decarbonised National Grid and potentially connecting to any future regional or city-wide renewable energy infrastructure.

The UK government is committed to reducing the country's emissions and has legislated to do so within the Climate Change Act. As the UK's grid becomes less carbon intense over time the carbon emissions associated with full electric heating will become less.

Further details on the above can be found within Environmental Standards and Energy Statement prepared by Buro Happold and the Design and Access Statement prepared by Buttress, however in summary this includes reducing the energy demand of the Proposed Development via the use of onsite renewable technologies to improve energy security for occupants of the Site and export of surplus energy back to the grid.

Various opportunities and different technologies have been investigated to determine the most viable and appropriate technology for the Proposed Development.

Priority Action 3 – Transport and Flying

The five headline actions the Framework promotes taking are:

- *Increase walking and cycling*
- *Increase public transport use*
- *Private vehicles – where travel by private vehicle is necessary, we need these to be electric vehicles, supported by easily accessible charging points, and with the right incentives to accelerate their uptake.*

- *Rail connections to other cities*
- *Flying*

The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station).

The development will provide sustainable transport choices, smart logistics and other shared neighbourhood services within the Ancoats and New Islington NDF Area. The Mobility Hub will provide the following facilities:

- 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 by providing infrastructure that offers sustainable alternatives.
- Provide access to sustainable modes including cycling and walking, public transport and car clubs;
- Integration with enhanced cycling and walking routes, including the canal towpaths and the route towards New Islington Metrolink stop;
- Secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport;
- Promote the use of EVs where private car use is required, and will provide EV charging infrastructure. 25% EV provision will be provided initially, with the power capacity to increase to 100% as demand increases;
- Car club and car sharing facilities which encourage flexible arrangements as an option instead of car ownership, offering a range of vehicles to suit as many users as possible; and
- A hub for parcel deliveries including smart parcel lockers, with last mile deliveries to be arranged via electric vehicles or cargo cycles.

Priority Action 4 – Food

The capacity exists for the food system to transform from a carbon source into a sink; capturing carbon as a means to increase fertility, soil health, water availability and ultimately, food security. Changes to agricultural production, food preparation, consumption and waste are needed at a global level, combined with positive action at an individual, family, community and city-level. We need to grow, buy/sell, cook and eat in a way that supports our local economy, in a healthy and environmentally sustainable way.

The Proposed Development is located in a highly sustainable location and within walking distance of Manchester City Centre. As a highly connected site, it is considered that users will be able to access food sustainably without the need for car travel.

Priority Action 5 – The things we buy and throw away

Whilst this priority action is aimed more at influencing individual choices rather than development activities but is felt that the Proposed Development still contributes to the following headline action:

“Recycle: when a product or material finally reaches the end of its current life, we need to ensure it is recycled”.

The Proposed Development includes appropriate waste recycling facilities. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management. This will support recycling within the development.

Priority Action 6 – Green infrastructure and nature-based solutions

Our parks, gardens, woodlands, street trees and other elements of the city’s green infrastructure have an essential role to play in helping Manchester to meet its climate change objectives. This is in terms of both adapting Manchester to the

changing climate (by helping to manage flood risk and heat stress) and helping to reduce our CO2 emissions (to stay within our carbon budget we need our land to become a net remover of carbon). And at the same time also delivering myriad other benefits such as improved health, increased biodiversity, supporting jobs, creating attractive neighbourhoods, and many others.

The Framework is clear that the headline action for this priority action is to “ensure that the city’s climate change objectives are fully embedded into the development and implementation of a refreshed Green & Blue Infrastructure Strategy”. The Framework also cites an aspiration from the GM IGNITION project to “increase urban green infrastructure by 10% by 2038, from 2018 levels”.

Ecosystems play an important role in regulating climate. They currently absorb roughly half of manmade carbon emissions. Biodiversity and ecosystem services help to adapt to and mitigate climate change. They are therefore a crucial part of the effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

As described earlier in this Statement, a number of green infrastructure area measures incorporated into the proposals will enhance the ecological value of the Site, including:

- Tree planning which will both enhance green infrastructure in the area and create a welcoming space for all to use as an inclusive, relaxing space.
- The Site is arranged to maximise the amount of public realm and provide visual active frontage to the proposed landscaping, most importantly The Yard. The building is located towards the north of the plot to accommodate The Yard and the public facing facilities have been arranged along this route.
- 20 new trees are proposed to be planted as part of the public realm design. The species have been chosen as a response to the climatic conditions of the Site and to provide a vertical framework of seasonal colour to animate the public realm space throughout the year. The trees will provide improved biodiversity, remove pollutants and mitigate the urban heat island effect.
- Additionally, other planting types such as ornamental planting and rain garden planting have also been included within the design.
- Further public realm works may be proposed by Manchester City Council as part of a neighbourhood wide landscaping masterplan at a later stage; however, the design proposed as part of this planning application will be of high quality. MCC and MLSDC will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop.

These measures are designed into the scheme and installation of these measures would be committed to through the Planning Application.

Conclusion

In summary, it is considered that the Proposed Development supports Manchester City Council’s aspirations on Climate Change and, specifically, the Council’s Climate Change Framework 2020-2025.



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