



Pollard Street

Addendum Planning Statement

May 2022

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1. Introduction

Introduction

- 1.1 This Addendum Planning Statement (the ‘Statement’) accompanies an S.73 application (also referred to as a Variation of Condition) to the consented proposals for an office-led development, as approved under Planning Permission Ref.: 128191/FO/2020 in respect of Pollard Street, Manchester.
- 1.2 The Site comprises approximately 4.97 acres in size and is bounded by Great Ancoats Street, Pollard Street and the Ashton Canal in New Islington, Manchester, and the Site boundary extends to the street frontage of these roads and is centred on the New Islington Metrolink stop. The amendments relate to ‘Phase 1’ of the scheme, which is described in more detail in this Section (see Figure 1) and is due to come forward prior to the end of 2022.
- 1.3 This Addendum Statement explains the extent and rationale for the proposed amendments and assesses them against key planning considerations where relevant to the changes. It should be read together with the approved planning documents, including the Planning Statement (Deloitte Real Estate, October 2020 – Appendix A), which provides further detail of the application site and context, development proposals, planning policy context and site-specific issues.
- 1.4 The application is submitted to Manchester City Council (MCC) by AG GP Manchester Pollard B.V. (the ‘Applicant’, hereby referred to as ‘General Projects’).

Planning Background

- 1.5 The Site has been included within various MCC endorsed Frameworks since 1999, which is primarily set out in the Eastlands Strategic Regeneration Framework (SRF). More recently, endorsed (2011 and 2017) updates to this SRF area supports development in this location, particularly through employment-generating uses. The key elements of the Eastlands Framework are set out in Section 3 of this document and demonstrate that the proposals remain in accordance with these Frameworks.
- 1.6 Given the significant investment and development in the surrounding area over the past decade catalysed by these regeneration frameworks and, critically, the expansion of the Metrolink network out into East Manchester via New Islington, this Site remains in a prime location to sustainably support the city’s growth through new commercial development. It is near bus, rail and cycle links and is within a 30-minute walk of most of the city centre. The Site remains as arguably one of the most sustainable locations for large scale commercial-led development in the city.
- 1.7 The vision for Pollard Street therefore remains unchanged. The ambition remains to deliver a collective; a highly sustainable commercial-led development that will serve as unique and befitting economic hub for New Islington. It will provide support for a key physical and economic connection between Manchester City Centre and the Eastlands Regeneration area.
- 1.8 The approved scheme comprises 5 buildings in total (Buildings A-E) and the public realm offers three main areas: Central Green; Canalside Walk (east and west); and Foundry Green. The five new buildings will become a hub for up to 2,400 new employees once operational and provide a range of spaces for use by the local community both internally and externally. A community ethos will be at the heart of the campus, inspiring entrepreneurs, staff, residents, and visitors.
- 1.9 On 18 December 2020, the Applicant secured Planning Permission for the development of Pollard Street. The description of development for Planning Permission ref. 128191/FO/2020 is as follows:

“Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi-use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E)

and/or theatre/bar (Sui Generis); together with cycle parking, creation of pedestrian and cycle routes, external amenity spaces, new public realm and other associated engineering and infrastructure works.”

- 1.10 The office spaces remain as envisioned; a hive of creative activity and enterprise that is architecturally expressed in two guises across the 5-building collective:
- **Buildings A, D and E:** three highly efficient, 9 storey, Grade A office buildings for more established businesses and creative ventures, with spaces ranging from 7,700 sq ft to 11,700 sq ft per floor that are divisible to suit tenant needs.
 - **Buildings B and C:** lo-fi modern industrial workspaces, offices and creative spaces ranging from 11,000 sq. ft. to 1,000 sq. ft. within two 5 storey buildings that seek to deliver a range of low-cost opportunities and space to allow sole start-ups and small businesses to mature.
- 1.11 Whilst the design changes described in this application will alter the appearance and some technical elements of buildings A, B and C, the Pollard Street development will remain fully in line with the overall approved strategy for the scheme and relevant planning policies. The proposed amendments will make sure that the socio-economic benefits of the Proposed Development are realised through providing the most suitable and attractive spaces for potential tenants, thereby maximising capacity and economic output.
- 1.12 Ensuring tenants take up spaces within Pollard Street will be critical to the success of the scheme. Driving forward the ambition to create a new urban campus will bring together a diverse and thriving mix of Manchester talent, designed as an active and collaborative place with a range of bespoke studios, workshops and workspaces for a new generation of pioneering businesses.
- 1.13 Changes are proposed to the internal configurations, technical design, and function of workspaces to help improve the potential for take up of spaces provided. Physical changes proposed to the approved scheme are set out below, which necessitates an amendment application to be submitted for formal agreement.

Proposed Amendments

- 1.14 It is proposed that the Site will be taken forward in two phases (see Figure 1). Details of phasing is required by Condition 2 attached to the Planning Permission and will be formalised following determination of this application and prior to commencing development on Site through the condition discharge process. The amendments cover only Phase 1 (Building A, Building B and Building C), which is proposed to come forward in Q4 2022 or Q1 2023.
- **Phase 1:** encompasses Buildings A, B and C, in addition to new public squares Foundry Green and Central Green.
 - **Phase 2:** comprises development of Building D and E, and the remaining public realm.

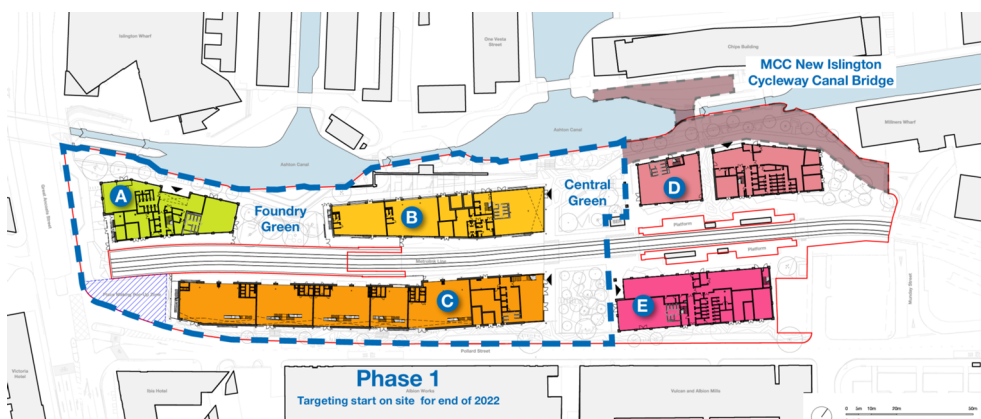


Figure 1: Site Phasing plan (Hawkins/Brown, 2022)

- 1.15 Whilst the overall ambition for the Site remains as approved, further discussions with agents and potential occupiers have highlighted the need for design development of the approved scheme to best meet tenant requirements. These requirements generally relate to internal controls and space layouts for the range of tenants proposed to allow for a degree of flexibility and autonomy over the leased spaces. This requires amendments to the energy, ventilation, and acoustic strategies, which are reflected in technical documents supporting this amendment application.
- 1.16 In addition, further detailed design development by Hawkins/Brown and General Projects since submission and approval of the original proposals has resulted in minor alterations to the façade. These changes positively affect the colour and fenestration of the proposed buildings to improve appearance, construction, and functionality of the development.
- 1.17 In summary, this application for Variation of Condition (S.73) is therefore submitted to agree the following design changes:

Appearance

- Change to the proposed colour scheme of the development;
- Changes to the fenestration and window reveals on three buildings (A, B and C);
- Changes to the external design of walkway and stairs (including a new external stair to Building C and omission of external stair to Building B);
- Changes to the ground floor windows and unit entrances on building B and C; and
- Change to rooftop plant enclosure extent and core pop-up locations to align with internal layout changes.

Floor to floor height

- Change in floor-to-floor height internally (Building B and C) to allow for new M&E system. The overall building heights remain broadly the same and the scale of the buildings is as approved, with building C decreasing in height by 85mm.

Access

- Change in the size and design of the reception areas and repositioning of internal stair and lift core (within Buildings A, B and C); and
- Change to the size / layout to cycle parking areas, with buildings A, B and C providing 193 no. spaces compared to 222 no. spaces (102 spaces are required to meet MCC standards).

Landscape

- Change to landscape design to align with door / entrance locations; and
- Change to external levels on Pollard Street / Building C.

Technical changes

- Changes to building B and C regarding ventilation, heating, and cooling strategy; and
- Changes to rooftop plant areas.

- 1.18 The design changes are provided in full within the Design and Access Statement Addendum prepared by Hawkins/Brown. There is no change to the quantum or nature of the public realm associated with the Application, with the only revisions proposed to the public realm allowing spaces to align with the building entrance locations that have been revised.

1.19 The overall floorspace compared to the previous approval is set out below:

Table 1 - Approved and Proposed Floorspace figures

Use Class	Function	Amount (sq. m.) as per 128191/FO/2020	Current proposal	Change
All	Totals	47,978 sq. m. (GEA)	46,691 sq. m. (GEA)	-287 sq. m.
		42,260 sq. m. (GIA)	42,425 sq. m (GIA)	+165 sq. m.
Use Class E	Workspaces	29,084 sq. m. (NIA)	30,019 sq. m. (NIA)	+935 sq. m.
	Ground floor flexible commercial: Retail / Restaurant / Café / Gym / Maker's spaces / Crèche / Medical or Health Services	3,511 sq. m. (NIA)	3,372 sq. m. (NIA)	- 139 sq. m. (NIA)

1.20 The proposed amendments will make the building more commercially robust and adaptable in the future, allowing it to withstand changes in tenant requirements or commercial occupiers who have shown an interest in the building, or who may show an interest in the future.

1.21 As noted from the table above, this has resulted in an increase in the amount of NIA proposed in relation to workspaces and a minor reduction in the amount of ground floor flexible commercial uses. This adaptability and flexibility are critical to Pollard Street being a successful business and creative hub once it becomes operational.

1.22 On this basis, the proposed description of development for this application is as follows:

“Variation of Conditions 3 (approved plans/documents) to include reference to revised design information alongside amendments to conditions 21, 24, 27, 28, 33, 34, 35, 39, 40, 41, 44, 47, 49 and 51 to reflect new plan references listed in Condition 3.”

Pre-Application Consultation

1.23 This application is submitted following pre-application consultation with officers at the Local Planning Authority (Manchester City Council) regarding the principle of the proposed amendments and the planning mechanism to be used. At a high level, the proposed amendments were presented on 8 February 2022 to officers to agree the appropriate scope of the application and mechanism for these changes. The feedback from those pre-application discussions has been factored into the ongoing design development.

1.24 Discussion with the Local Planning Authority (LPA) has confirmed support in principle for the revised proposals. It has been agreed that the planning mechanism that should be used for handling the changes is an application under Section 73 of the Town and Country Planning Act 1990, to amend Planning Permission ref. 128191/FO/2020 by variation of conditions.

1.25 Discussions have also taken place with key statutory consultees including TfGM, Canal and River Trust, adjacent landowners and all members of the technical team. This includes liaison with GMP to consider whether the changes affect the conclusions of their report, which has been confirmed as being unaffected by the revised scheme.

Application Documentation

1.26 This Addendum Planning Statement should be read alongside the originally approved documents listed under Condition 2 of Planning Permission Ref.: 128191/FO/2020 and the following documents submitted with this application:

- Planning Application Form and Ownership Certificate B;
- Application red-line boundary plan prepared by Hawkins/Brown;
- Revised elevations, plans and sections prepared by Hawkins/Brown;
- Revised Accommodation Schedule prepared by Hawkins/Brown;
- Design and Access Statement Addendum prepared by Hawkins/Brown;
- Energy Statement / ESS Addendum prepared by Max Fordham;
- Acoustic Statement Addendum prepared by Sandy Brown; and
- M&E Strategy Addendum prepared by Max Fordham.

Document Structure

1.27 The remainder of this Addendum Statement is structured as follows:

- Section 2 – provides a more detailed description of, and rationale for, the proposed amendments.
- Section 3 – assesses the proposed amendments against the approved application documents and key planning policy.
- Section 4 – concludes by summarising the case for the grant of Planning Permission.

2. Proposed amendments and Rationale

Introduction

- 2.1 This section explains the proposed amendments and rationale for the changes. It should be read alongside the revised plans, elevations, sections and Design and Access Statement Addendum, prepared by Hawkins/Brown, which collectively highlight the proposed changes and improvements to the scheme.

Proposed amendments

- 2.2 The proposed amendments relate to Phase 1 of the Pollard Street Development (Building A, Building B and Building C) only, with no changes to buildings D and E that will form the second phase. All proposed uses remain the same as those which formed the original proposal and the changes to the quantum of floorspace is broadly consistent with the original scheme. ha
- 2.3 The site layout in relation to siting of each building and public realm strategy linking these is also broadly unchanged, notwithstanding minor amendments to co-ordinate with building entrances and circulation routes, as below. In summary, the amendments to the buildings are as follows:

Appearance

- Change to the proposed colour scheme of the development;
- Changes to the fenestration and window reveals on three buildings (A, B and C);
- Changes to the external design of walkway and stairs (including a new external stair to Building C and omission of external stair to Building B);
- Changes to the ground floor windows and unit entrances on building B and C; and
- Change to rooftop plant enclosure extent and core pop-up locations to align with internal layout changes.

Floor to floor height

- Change in floor-to-floor height internally (Building B and C) to allow for new M&E system. The overall building heights remain broadly the same and the scale of the buildings is as approved, with building C decreasing in height by 85mm.

Access

- Change in the size and design of the reception areas and repositioning of internal stair and lift core (within Buildings A, B and C); and
- Change to the size / layout to cycle parking areas, with buildings A, B and C providing 193 no. spaces compared to 222 no. spaces (102 spaces are required to meet MCC standards).

Landscape

- Change to landscape design to align with door / entrance locations; and
- Change to external levels on Pollard Street / Building C.

Technical changes

- Changes to building B and C regarding ventilation, heating, and cooling strategy; and
- Changes to rooftop plant areas.

2.4 The details of each Building type (A, B and C) and proposed physical change to each element are set out below under their respective subheadings, providing rationale for the elements that are to be amended in relation to each building.

Building A

2.5 The designs approved for Building A is a 9 storey, Grade A office building for more established businesses and creative ventures, with spaces ranging from 7,700 sq. ft. to 11,700 sq. ft. per floor that are divisible to suit tenant needs. This is the only building included within Phase 1 to comprise the more conventional Grade A office floorplates, targeting larger, more established business tenants.

Internal Layout

- 2.6 The proposed amendments to Building A are largely internal and the proposals seek to rationalise the internal circulation core to provide a more suitable layout and more efficient circulation routes. This includes altering the configuration of the ground floor reception to provide increased space and a wider layout. This seeks to provide an improved entrance that is adaptable to hosting the requirements of the targeted tenants in terms of lobby areas and light into the space. This change is a direct response to market advice on commercial strategy for the development.
- 2.7 The core remains in the same location within the floorplate. However, a rationalised layout that repositions the internal stair and lift core allows for improved access routes and a smaller area of each floorplate is now taken up by circulation and toilets block. This results in a reduction of 50 sq. m. (GEA) / 53 sq. m. (GIA) overall, but an increase in the Net Internal Area by 243 sq. m. (NIA) due to the improved efficiency of the layout.
- 2.8 The development will continue to provide an office-led scheme that is fully in accordance with the adopted Manchester Core Strategy by ensuring the design makes the most efficient use of space whilst considering the needs of its users.

External Changes

- 2.9 The updated elevations show the proposed rationalisation of the facade articulation proposed by Hawkins/Brown, which remains broadly consistent with the overall approach regarding appearance of the development. The building types remain unified in their materiality and colour scheme, with a focus on a celebration of modern industrialism. There are discreet references to the branding of the development in the fenestration.
- 2.10 The proposed amended fenestration will utilise a more defined modular articulation, which enhances the vertical expression of the façades of Building A. This includes externally expressed horizontal cross bracing emphasising the modern industrialism inspiration. An evolved colour strategy has developed through specification of materials to be used, with the building now defined by a green colour palette rather than red.
- 2.11 Again, this change will allow Building A to sit comfortably within the rest of the Pollard Street site, and within the wider context of New Islington, reflecting the colour and materiality seen within the surrounding context. The finishes and materials proposed will still be of the high standard and quality that is central to achieving General Projects' ambition for the Site, reflecting the Grade A floorplate internally and attracting established commercial tenants to lease space within the building.

M&E Strategy

- 2.12 No major changes have been applied to the mechanical and electrical strategy for Building A beyond a reconfiguration of the roof equipment layout for coordination purposes, in line with the amended internal layouts described above. This change is reflected on the plans submitted but is not considered to be visible from street level due to being set back from the building's roofline.
- 2.13 Therefore, these alterations to the roofscape will predominantly sit within the height and massing of the approved scheme and would therefore not create any visual or amenity impact on immediate surroundings.

Buildings B and C

- 2.14 Buildings B and C comprise the second typology proposed on the Pollard Street site, which are modern industrial workspaces, offices, and creative spaces, ranging from 11,000 sq. ft. to 1,000 sq. ft., within 5 storey buildings that seek to deliver a range of opportunities for space to allow sole start-ups and small businesses to mature.

Internal Layout

- 2.15 As with Building A, the footprint and height of the building will remain the same with the changes largely internal and design appearance. The proposals seek to rationalise the internal circulation core to provide a more suitable layout for an increased number of tenants, and more efficient and subdivisible circulation routes. This includes altering the configuration of the ground floor reception to provide increased lobby space and a wider layout to provide an entrance that is adaptable to hosting the requirements of the targeted tenants.
- 2.16 The reconfiguration of the ground floor services core will significantly improve access to back-of-house areas, allowing for efficient operation of the site. At the upper floors, the circulation core remains in the same location within the floorplate, but a rationalised layout resulting from a repositioning of the internal stair and lift core allows for improved access routes and a smaller area of each floorplate to be taken up by circulation and toilets block. This allows for the lettable floor area of Buildings B and C to increase from 13,191 sq. m. (NIA) to 13,744 sq. m. (GIA), which represents an increase of 553 sq. m. (NIA).
- 2.17 The development will continue to provide an office-led scheme that is fully in accordance with the adopted Manchester Core Strategy by ensuring the design makes the most efficient use of space whilst considering the needs of its users.

External Escape Stairs

- 2.18 On Building B, both escape stairs located externally in the approved scheme will now be provided internally. The terraces connecting these to the internal floor areas will remain, albeit slightly altered in dimensions, to reflect the removal of the stairs. This provides a more modest external space for office tenants at upper levels but intend to increase its appeal to tenants through updated circulation.
- 2.19 Conversely, a second external escape stair is now to be provided on Building C to support the amended core arrangement, which is now positioned centrally and will tie in with the external terracing and circulation strategy. The overall external design philosophy remains in a form that defines the architectural expression of Building C; an honest reflection of internal uses in the façade as a re-interpretation of the historic mill building vernacular previously found on the Site and 20th century industrial building typologies.

Façade

- 2.20 The primary change is the colour of the approved scheme, which is now proposed to be a softer green on white and black colour scheme that will help the buildings better integrate with the landscaped and verdant surroundings.

- 2.21 Facade articulation and finishes will be slightly amended on Buildings B and C, but as with Building A these will be minor and primarily reflect the above changes to the internal layouts, including relocation of circulation and services core, expanded terrace and removal of external stair. This will comprise minor amendments to façade and will retain the regular fenestration rhythm of the approved scheme.
- 2.22 Reflecting the tenant strategy, the location and dimensions of the terraces will be longer and will have negligible visual impact to the overall appearance of the buildings. For example, the amount of glazing on the upper floors of the development facing the central greenspace is now reduced to reflect that this space is now single tenant spaces, rather than shared amenity between tenants. The concept and high-quality level of design will not be impacted, and the textural quality of the proposed materials will remain in line with the approved scheme.

M&E Strategy

- 2.23 At the early phase of post-approval design development, the approved M&E and Energy Strategies were re-examined with the target of providing a more robust system to control temperature in summer through use of a mechanical cooling system in place, rather than relying entirely on the natural ventilation free cooling strategy.
- 2.24 The solution proposed within this amendment application will achieve this whilst maintaining the overall decarbonisation targets through applying a "mixed-mode" system for cooling purposes. A VRF system will be able to condition the internal spaces, should the free cooling not be enough. The new VRF system will work in heating mode in the cold season, acting as an Air Source Heat Pump. This will allow the scheme to reduce the initial amount of PV panels that are required to pass the Part L Building Regulations improvement stipulated by Planning Policy and Regulations. Further PV cells can be delivered in the future as required.
- 2.25 Maintaining the natural ventilation strategy for Building B and C will help to maintain a reduced embodied carbon factor. In addition, the VRF system is an electric base heat pump system, that will benefit from the decarbonisation process of the electricity grid and reduces the operational carbon factor over the years.
- 2.26 The VRF system will be accommodated within the existing approved plant locations. There will be some amendments to the rooftop plant enclosure extent and core pop-up locations to align with internal layout changes, but this change would not be visible from street level due to being set back from the building's roofline. Therefore, these alterations to the roofscape will predominantly sit within the height and massing of the approved scheme and would therefore not create any visual or amenity impact to the immediate surroundings.

Landscape and Public Realm

- 2.27 The proposed amendments will require a change to landscape design to accommodate minor amendments in door and entrance locations because of the above changes in layout. However, this will not impact on the delivery of high-quality public realm and pedestrian connections to be provided by the Pollard Street development.

Cycle Storage and access

- 2.28 There will be a minor change to the size/ layout of cycle parking areas within the scheme, but provision is to remain more than MCC guidance as set out in the Core Strategy and the BCO Guidance in relation to cycle storage areas. In summary, the change in cycle provision within buildings A, B and C will result in the provision of 193 no. spaces compared to 222 no. spaces (102 are required to meet MCC standards).

Section 73 Procedure

- 2.29 It has been agreed with the Local Planning Authority that the proposed amendments to the approved scheme as outlined above are minor material.

- 2.30 The proposed amendments are therefore submitted for consideration via an application to substitute drawings and submit Addendum Statements to the documents listed in Condition 3 of Planning Permission Ref. 128191/FO/2020 using the procedure set out in Section 73 of the Town and Country (Planning) Act 1990 (as amended).
- 2.31 For ease of reference, the approved and proposed wording of Condition 3 is set out in Appendix B to this Statement, along with revisions to each condition that has been affected by the change in plan references or technical information. Table 1 sets out the originally approved drawings and documents, the revisions approved under the original application and as amended by this subsequent non-material amendment application and the proposed substitute drawings and documents.

Table 1: Application Drawings

Drawing Name	Approved Drawing Reference and Revision No.	Proposed Drawing Reference and Revision No.
Building A GA Ground Floor	PLS-HBA-A-00-DR-A-08-0100 Rev P01	PLS-HBA-A-00-DR-A-08-0100 Rev P02
Building A GA 1 st floor	PLS-HBA-A-01-DR-A-08-0101 Rev P01	PLS-HBA-A-01-DR-A-08-0101 Rev P02
Building A GA 2 nd floor	PLS-HBA-A-02-DR-A-08-0102 Rev P01	PLS-HBA-A-02-DR-A-08-0102 Rev P02
Building A GA 3 rd floor	PLS-HBA-A-03-DR-A-08-0103 Rev P01	PLS-HBA-A-03-DR-A-08-0103 Rev P02
Building A GA 4 th floor	PLS-HBA-A-04-DR-A-08-0104 Rev P01	PLS-HBA-A-04-DR-A-08-0104 Rev P02
Building A GA 5 th floor	PLS-HBA-A-05-DR-A-08-0105 Rev P01	PLS-HBA-A-05-DR-A-08-0105 Rev P02
Building A GA 6 th floor	PLS-HBA-A-06-DR-A-08-0106 Rev P01	PLS-HBA-A-06-DR-A-08-0106 Rev P02
Building A GA 7 th floor	PLS-HBA-A-07-DR-A-08-0107 Rev P01	PLS-HBA-A-07-DR-A-08-0107 Rev P02
Building A GA Main Roof	PLS-HBA-A-MR-DR-A-08-0108 Rev P01	PLS-HBA-A-MR-DR-A-08-0108 Rev P02
Building A GA Roof Enclosure	PLS-HBA-A-RE-DR-A-08-0109 Rev P01	PLS-HBA-A-RE-DR-A-08-0109 Rev P02
Building A - GA North Elevation	PLS-HBA-A-ZZ-DR-A-08-0200 Rev P01	PLS-HBA-A-ZZ-DR-A-08-0200 Rev P02
Building A - GA South Elevation	PLS-HBA-A-ZZ-DR-A-08-0201 Rev P01	PLS-HBA-A-ZZ-DR-A-08-0201 Rev P02
Building A - GA East Elevation	PLS-HBA-A-ZZ-DR-A-08-0202 Rev P01	PLS-HBA-A-ZZ-DR-A-08-0202 Rev P02
Building A - GA West Elevation	PLS-HBA-A-ZZ-DR-A-08-0203 Rev P01	PLS-HBA-A-ZZ-DR-A-08-0203 Rev P02
Proposed Building A - GA Sections	PLS-HBA-A-ZZ-DR-A-08-0300 Rev P01	PLS-HBA-A-ZZ-DR-A-08-0300 Rev P02
Proposed Building A – Bay Elevation	PLS-HBA-A-ZZ-DR-A-08-0400 Rev P01	PLS-HBA-A-ZZ-DR-A-08-0400 Rev P02
Building B - GA Plan - Ground Floor	PLS-HBA-B-00-DR-A-08-0113 Rev P01	PLS-HBA-B-00-DR-A-08-0113 Rev P02
Building B - GA Plan - First Floor	PLS-HBA-B-01-DR-A-08-0113 Rev P01	PLS-HBA-B-01-DR-A-08-0113 Rev P02
Building B - GA Plan - Second Floor	PLS-HBA-B-02-DR-A-08-0113 Rev P01	PLS-HBA-B-02-DR-A-08-0113 Rev P02
Building B - GA Plan – 3 rd Floor	PLS-HBA-B-03-DR-A-08-0113 Rev P01	PLS-HBA-B-03-DR-A-08-0113 Rev P02
Building B - GA Plan – 4 th Floor	PLS-HBA-B-04-DR-A-08-0114 Rev P01	PLS-HBA-B-04-DR-A-08-0114 Rev P02
Building B - GA Plan – main roof	PLS-HBA-B-MR-DR-A-08-0115 Rev P01	PLS-HBA-B-MR-DR-A-08-0115 Rev P02
Building B - GA Plan – roof enclosure	PLS-HBA-B-RE-DR-A-08-0116 Rev P01	PLS-HBA-B-RE-DR-A-08-0116 Rev P02
Building B - GA North Elevation	PLS-HBA-B-ZZ-DR-A-08-0210 Rev P01	PLS-HBA-B-ZZ-DR-A-08-0210 Rev P02
Building B - GA South Elevation	PLS-HBA-B-ZZ-DR-A-08-0211 Rev P01	PLS-HBA-B-ZZ-DR-A-08-0211 Rev P02

Drawing Name	Approved Drawing Reference and Revision No.	Proposed Drawing Reference and Revision No.
Building B - GA East and West Elevations	PLS-HBA-B-ZZ-DR-A-08-0212 Rev P01	PLS-HBA-B-ZZ-DR-A-08-0212 Rev P02
Building B - GA Sections	PLS-HBA-B-ZZ-DR-A-08-0301 Rev P01	PLS-HBA-B-ZZ-DR-A-08-0301 Rev P02
Building B – Bay Elevation	PLS-HBA-B-ZZ-DR-A-08-0410 Rev P01	PLS-HBA-B-ZZ-DR-A-08-0410 Rev P02
Building C - GA Plan - Ground Floor	PLS-HBA-C-00-DR-A-08-0120 Rev P01	PLS-HBA-C-00-DR-A-08-0120 Rev P02
Building C - GA Plan - First Floor	PLS-HBA-C-01-DR-A-08-0121 Rev P01	PLS-HBA-C-01-DR-A-08-0121 Rev P02
Building C - GA Plan - Second Floor	PLS-HBA-C-02-DR-A-08-0122 Rev P01	PLS-HBA-C-02-DR-A-08-0122 Rev P02
Building C - GA Plan – 3 rd Floor	PLS-HBA-C-03-DR-A-08-0123 Rev P01	PLS-HBA-C-03-DR-A-08-0123 Rev P02
Building C - GA Plan – 4 th Floor	PLS-HBA-C-04-DR-A-08-0124 Rev P01	PLS-HBA-C-04-DR-A-08-0124 Rev P02
Building C - GA Plan – main roof	PLS-HBA-C-MR-DR-A-08-0125 Rev P01	PLS-HBA-C-MR-DR-A-08-0125 Rev P02
Building C - GA Plan – roof enclosure	PLS-HBA-C-RE-DR-A-08-0126 Rev P01	PLS-HBA-C-RE-DR-A-08-0126 Rev P02
Building C - GA North Elevation	PLS-HBA-C-ZZ-DR-A-08-0220 Rev P01	PLS-HBA-C-ZZ-DR-A-08-0220 Rev P02
Building C - GA South Elevation	PLS-HBA-C-ZZ-DR-A-08-0221 Rev P01	PLS-HBA-C-ZZ-DR-A-08-0221 Rev P02
Building C - GA East and West Elevations	PLS-HBA-C-ZZ-DR-A-08-0222 Rev P01	PLS-HBA-C-ZZ-DR-A-08-0222 Rev P02
Building C - GA Sections	PLS-HBA-C-ZZ-DR-A-08-0302 Rev P01	PLS-HBA-C-ZZ-DR-A-08-0302 Rev P02
Building C – Bay Elevation 01	PLS-HBA-C-ZZ-DR-A-08-0420 Rev P01	PLS-HBA-C-ZZ-DR-A-08-0420 Rev P02
Building C – Bay Elevation 02	PLS-HBA-C-ZZ-DR-A-08-0421 Rev P01	PLS-HBA-C-ZZ-DR-A-08-0421 Rev P02
Proposed Site Plan - Ground Floor	PLS-HBA-SW-00-DR-A-08-0010 Rev P01	PLS-HBA-SW-00-DR-A-08-0010 Rev P02
Proposed Site Plan - First Floor	PLS-HBA-SW-01-DR-A-08-0011 Rev P01	PLS-HBA-SW-01-DR-A-08-0011 Rev P02
Proposed Site Plan - Second Floor	PLS-HBA-SW-02-DR-A-08-0012 Rev P01	PLS-HBA-SW-02-DR-A-08-0012 Rev P02
Proposed Site Plan - Third Floor	PLS-HBA-SW-03-DR-A-08-0013 Rev P01	PLS-HBA-SW-03-DR-A-08-0013 Rev P02
Proposed Site Plan - Fourth Floor	PLS-HBA-SW-04-DR-A-08-0014 Rev P01	PLS-HBA-SW-04-DR-A-08-0014 Rev P02
Proposed Site Plan - Fifth Floor	PLS-HBA-SW-05-DR-A-08-0015 Rev P01	PLS-HBA-SW-05-DR-A-08-0015 Rev P02
Proposed Site Plan - Sixth Floor	PLS-HBA-SW-06-DR-A-08-0016 Rev P01	PLS-HBA-SW-06-DR-A-08-0016 Rev P02
Proposed Site Plan - Seventh Floor	PLS-HBA-SW-07-DR-A-08-0017 Rev P01	PLS-HBA-SW-07-DR-A-08-0017 Rev P02
Proposed Site Plan - Main Roof Level	PLS-HBA-SW-MR-DR-A-08-0018 Rev P01	PLS-HBA-SW-MR-DR-A-08-0018 Rev P02
Proposed Site Plan - Roof Enclosure	PLS-HBA-SW-RE-DR-A-08-0019 Rev P01	PLS-HBA-SW-RE-DR-A-08-0019 Rev P02
Proposed Site Plan	PLS-HBA-SW-ZZ-DR-A-08-0003 Rev P01	PLS-HBA-SW-ZZ-DR-A-08-0003 Rev P02
Proposed Site Elevations 01	PLS-HBA-SW-ZZ-DR-A-08-0250 Rev P01	PLS-HBA-SW-ZZ-DR-A-08-0250 Rev P02
Proposed Site Elevations 02	PLS-HBA-SW-ZZ-DR-A-08-0251 Rev P01	PLS-HBA-SW-ZZ-DR-A-08-0251 Rev P02
Proposed Site Elevations 03	PLS-HBA-SW-ZZ-DR-A-08-0252 Rev P01	PLS-HBA-SW-ZZ-DR-A-08-0252 Rev P02
Proposed Site Sections 01	PLS-HBA-SW-ZZ-DR-A-08-0350 Rev P01	PLS-HBA-SW-ZZ-DR-A-08-0350 Rev P02

Drawing Name	Approved Drawing Reference and Revision No.	Proposed Drawing Reference and Revision No.
Proposed Site Sections 02	PLS-HBA-SW-ZZ-DR-A-08-0351 Rev P01	PLS-HBA-SW-ZZ-DR-A-08-0351 Rev P02
Landscape General Arrangement	PLS-PLA-ZZ-00-DR-L-0001 Revision P08	PLS-PLA-ZZ-00-DR-L-0001 Revision P09
Landscape Hardworks Plan	PLS-PLA-ZZ-00-DR-L-1000 Revision P03	PLS-PLA-ZZ-00-DR-L-1000 Revision P04
Landscape Softworks Plan	PLS-PLA-ZZ-00-DR-L-2000 Revision P06	PLS-PLA-ZZ-00-DR-L-2000 Revision P07
Existing Landscape Features – Removal, Relocation and Retention Plan	PLS-PLA-ZZ-00-DR-L-4000 Rev P04	PLS-PLA-ZZ-00-DR-L-4000 Rev P05
Building A - Signage Strategy	PLS-HBA-A-ZZ-DR-A-08-0610 Rev P01	PLS-HBA-A-ZZ-DR-A-08-0610 Rev P02
Building B - Signage Strategy	PLS-HBA-B-ZZ-DR-A-08-0611 Rev P01	PLS-HBA-B-ZZ-DR-A-08-0611 Rev P02
Building C - Signage Strategy	PLS-HBA-C-ZZ-DR-A-08-0612 Rev P01	PLS-HBA-C-ZZ-DR-A-08-0612 Rev P02

The following drawings are to remain on the decision notice in line with the original permission, as there is either no change to the building (Buildings D and E) or the detailing remains consistent with those shown in the drawings:

Existing Site Plans:

- PLS-HBA-SW-ZZ-DR-A-08-0002 (Existing Site Plan); PLS-HBA-SW-ZZ-DR-A-08-0004 (Site Constraints Plan); PLS-PLA-ZZ-00-DR-L-2001 Rev P03 (Tree Retention and Removal Plan)

Buildings D and E:

- PLS-HBA-D-00-DR-A-08-0130 Rev P01 (Building D - GA Plan - Ground Floor); PLS-HBA-D-01-DR-A-08-0131 Rev P01 (Building D - GA Plan - First Floor); PLS-HBA-D-02-DR-A-08-0132 Rev P01 (Building D - GA Plan - Second Floor); PLS-HBA-D-03-DR-A-08-0133 Rev P01 (Building D - GA Plan - Third Floor); PLS-HBA-D-04-DR-A-08-0134 Rev P01 (Building D - GA Plan - Fourth Floor); PLS-HBA-D-05-DR-A-08-0135 Rev P01 (Building D - GA Plan - Fifth Floor); PLS-HBA-D-06-DR-A-08-0136 Rev P01 (Building D - GA Plan - Sixth Floor); PLS-HBA-D-07-DR-A-08-0137 Rev P01 (Building D - GA Plan – Seventh Floor); PLS-HBA-E-00-DR-A-08-0140 Rev P01 (Building E - GA Plan - Ground Floor); PLS-HBA-E-01-DR-A-08-0141 Rev P01 (Building E - GA Plan - First Floor); PLS-HBA-E-02-DR-A-08-0142 Rev P01 (Building E - GA Plan - Second Floor); PLS-HBA-E-03-DR-A-08-0143 Rev P01 (Building E - GA Plan - Third Floor); PLS-HBA-E-04-DR-A-08-0144 Rev P01 (Building E - GA Plan - Fourth Floor); PLS-HBA-E-05-DR-A-08-0145 Rev P01 (Building E - GA Plan - Fifth Floor); PLS-HBA-E-06-DR-A-08-0146 Rev P01 (Building E - GA Plan - Sixth Floor); PLS-HBA-E-07-DR-A-08-0147 Rev P01 (Building E - GA Plan - Seventh Floor); PLS-HBA-E-MR-DR-A-08-0148 Rev P01 (Building E - GA Plan - Main Roof); PLS-HBA-E-RE-DR-A-08-0149 Rev P01 (Building E - GA Plan - Roof Enclosure); PLS-HBA-E-ZZ-DR-A-08-0240 Rev P01 (Building E - GA North Elevation); PLS-HBA-E-ZZ-DR-A-08-0241 Rev P01 (Building E - GA South Elevation); PLS-HBA-E-ZZ-DR-A-08-0242 Rev P01 (Building E - GA East Elevation); PLS-HBA-E-ZZ-DR-A-08-0243 Rev P01 (Building E - GA West Elevation); PLS-HBA-E-ZZ-DR-A-08-0304 Rev P01 (Proposed Building E – GA Sections); PLS-HBA-E-ZZ-DR-A-08-0440 Rev P01 (Proposed Building E - Bay Elevation) PLS-HBA-E-ZZ-DR-A-08-0614 Rev P01 (Building E - Signage Strategy)

- 2.32 The full original and proposed revised wording of Condition 3, along with other conditions that are affected by the changes in strategy or design, are set out in Appendix B to this Planning Statement Addendum.

3. Key Planning Considerations

Introduction

- 3.1 This section considers and assesses the proposed amendments in the context of the approved scheme and key planning issues presented at the time of consideration of the original planning application. Where appropriate, input into this section has been provided by the technical consultants who prepared the original assessments following a detailed review of the proposed amendments.

Application Documentation Changes

- 3.2 The following section reviews the application documents / technical assessments submitted with the approved application considering the proposed amendments to the scheme.

Table 2: Material impact of amendments on approved Application Documents listed in Condition 2

Document	Effect of changes
Red line boundary plan	No change – the red line boundary is not affected by the proposed amendments.
Existing site plan, proposed scheme plans, elevations and sections prepared by Hawkins/Brown	No change to the existing site plan. The proposed drawings have been amended to reflect the design development process. A set of approved and proposed drawings are provided in Section 2 of this Statement and are reflected in the wording of conditions set out in Appendix A.
Supporting Planning Statement prepared by Deloitte Real Estate	As set out in this Addendum Planning Statement, the positive contribution that the development will make to its immediate location, the Regional Centre and wider City Region remains unchanged. The design of the buildings has been developed to appeal to the range of occupiers that would be interested in taking this space and to give those potential tenants more autonomy over their operation. The development will therefore continue to promote the delivery of a sustainable office-led development of the highest quality that will play a large part in the on-going regeneration of New Islington and Ancoats.
Design and Access Statement (including Public Realm and Landscaping Strategy) prepared Hawkins/Brown Architects and Planit-IE	Overall, the design philosophy, approach and building access arrangements remain substantially unchanged. A Design and Access Statement Addendum is provided with this application, with the changes to the approved scheme set

Document	Effect of changes
	out and justified in design and commercial terms. This provides a thorough explanation of the proposed design amendments and how they will maintain the high quality of the approved scheme. The sole change to the landscaping proposals is to reposition hard landscaping areas to align with the new building entrance locations and format. This change is reflected in the supporting plans for approval.
Statement of Community Involvement prepared by Deloitte Real Estate	Through pre-application discussions it has been agreed with the LPA that the proposed amendments are considered to comprise a S.73 application. The content and form of the application has been agreed in principle. Design for Security and Canal and River's Trust have been engaged during the design development process. A statutory consultation process will take place following submission of this application and on-going engagement is proposed with the local community in advance of the scheme being commenced on site.
Archaeological Desktop Report and Written Scheme of Investigation prepared by Salford Archaeology	No change. The proposed amendments will not affect the conclusions made within this report. Further archaeological works are required as set out in and to be submitted against Condition 5 attached to 128191/FO/2020.
Heritage Statement prepared by Deloitte Real Estate	No change. The massing and height of the buildings on site will be relatively unchanged, and the proposed materiality and fenestration changes will maintain the high standard of design and finish of the development, as assessed within the original application. On this basis, it is considered the revised proposals will have the same degree of impact on the assessed heritage assets in relation to the original proposals; and the benefits delivered by the development are unchanged. The proposed amendments will not therefore affect the conclusions made within this report.
Sustainability Strategy prepared by Max Fordham	The proposed amendments will not result in any changes to the conclusions made within the Sustainability Strategy, but documents linked to this strategy have been updated, namely the M&E strategy and Energy strategy. To align with the commercial approach to the building, Max Fordham have developed the heating and cooling proposals to allow for a more robust system to control temperature in summer, which would allow each building to have a mechanical heating and cooling system in place rather than

Document	Effect of changes
	relying entirely on the natural ventilation free cooling strategy and having individual electric heaters throughout. The proposed solution allows for this tenant autonomy whilst maintaining the overall decarbonisation targets summarised as follows: <u>Energy Efficiency</u> - The commercial retail and office areas of will continue to achieve an improvement over 2013 Building Regulations. The performance of Building B and C is improved regarding Part L, which is now improved by 19% (B) and 15% (C) representing above policy requirements. <u>Water Management and Weather Resilience</u> - the ratio of impermeable area to soft landscaping has not changed significantly. Overall, there will be no impact on surface water run-off because of the proposed amendment. Details of surface water drainage are required by planning condition 14 attached to 128191/FO/2020. <u>Waste Management</u> – Waste storage areas have been relocated but remain capable of storing the same number of bins required in line with GD04 MCC Waste Management Guidance. <u>Construction Management</u> – the development, as originally proposed, will be constructed in accordance with the methods and practices set out within to minimise the impact during construction. This will be secured by way of planning conditions 6 and 7 attached to 128191/FO/2020, which are required to be submitted and approved prior to commencing development. <u>Biodiversity</u> – No change. Also see below under Ecological Assessment changes summary. <u>Waterways</u> - No change. Also see below for Flood Risk Assessment and Drainage Strategy changes summary.
Energy Statement prepared by Max Fordham	For Building A, no changes are proposed to the energy strategy. Due to design development undertaken on Building's B and C, improvements have been made possible on Part L. Building B now represents a 19% improvement against Part L 2013, whilst Building C represents a 15% improvement against Part L 2013. Original improvements against Part L 2013 were 3.1% and 1.6% respectively, therefore representing a significant improvement in operational energy use and carbon intensity. This has been made possible because Building B and C are now applying a "mixed-mode" system for cooling purposes,

Document	Effect of changes
	through VRF system (electric base heat pump system), which will be able to condition the internal spaces, should the free cooling be not enough. Maintaining the natural ventilation strategy in part for buildings B and C will help to maintain a reduced embodied carbon factor. The new VRF system will work in heating mode in the cold season, acting as an Air Source Heat Pump. These changes proposed have been captured in an Energy Statement Addendum (including original Energy Statement for completeness), prepared by Max Fordham and submitted with this Application.
M&E Strategy, including Ventilation and Extraction prepared by Max Fordham	For Building A, no significant changes have been applied to the M&E strategy, but a re-configuration of the roof equipment layout is proposed to align with the revised position of the core and risers. Building B and C are now applying a "mixed-mode" system for cooling purposes, through VRF system (electric base heat pump system), which will be able to condition the internal spaces, should the free cooling be not enough. The new VRF system will work in heating mode in the cold season, acting as an Air Source Heat Pump. These changes proposed have been captured in an addendum to the approved M&E Strategy, prepared by Max Fordham, and submitted with this application.
Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations prepared by Amenity Tree Care;	No change. All public realm designs and previously proposed ecological enhancements remain in the scheme as approved.
Crime Impact Statement (CIS) prepared by GMP	No change. All recommendations that had previously been discussed with the design team as part of the original application have been considered within the design of the amended proposals. Upon review of the proposed amendments, officers at GMP who prepared the original CIS, have concluded there is no requirement to update the existing CIS report beyond the current comments and recommendations.
Travel Plan Framework prepared by Civic Engineers	No change. There will be no change to the conclusions made within the Travel Plan Framework and a detailed version will need to be approved by way of condition discharge prior to operation.

Document	Effect of changes
Waste Management and Servicing Strategy prepared by Civic Engineers.	The location of bin storage areas has been refined but the overall area, method and collection point remains the same. The revised bin storage locations are provided on the planning drawings and details are required by planning condition prior to operation.
TV Reception Survey prepared by GTech Surveys	No change. The maximum height of the building is broadly consistent with that previously approved with Buildings A and B remaining in line with the previously approved scheme and Building C reducing in height by 85mm. As such, the amendments are not considered to be likely to result in a change to the conclusions of the original survey, which also identified a range of mitigation measures should interference be experienced in the potential impact area following development.
Phase 1 Geo-environmental Statement and UXO Survey prepared by LK Projects and Phase 2 Investigation Scoping note prepared by Civic Engineers	No change. The proposed amendments will not affect the conclusions made within this report and the recommendations for further investigations. Condition discharge information is required by Condition 15 attached to 128191/FO/2020 prior to commencement of development.
Wind Microclimate prepared by Architectural Aerodynamic	Given the reduction in building height, there is no material change to the approved Wind Microclimate Assessment for Pollard Street, which has been confirmed in writing by Architectural Aerodynamics who prepared the original Assessment. The original report remains valid.
Daylight, Sunlight and Overshadowing prepared by Greyscanlanhill	No change. The maximum height of the building is broadly consistent with that previously approved as Buildings A and B remain as the consented scheme, with Building C reducing in height by 85mm. As such, the amendments are not considered to result in a change to the conclusions of the original survey.
Air Quality Impact Assessment prepared by BWB	No change. The proposed amendments will not change the assessment or conclusions of the approved documents and will continue to follow the recommendations set out in the report during the construction and operational phase of development.
Acoustic Survey prepared by Sandy Brown	As the rooftop plant layout has changed, with most plant now located internally. As such, an updated Acoustic Assessment has been prepared to provide advice on acoustic limits to plant. This demonstrates that, subject to mitigation measures, the necessary attenuation can be achieved. The wording of Condition 25 has been updated to

Document	Effect of changes
	reflect the updated report and is also to be referenced in Condition 3.
Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers	No change. The proposed amendments will not affect the conclusions made within this report. Planning condition 14 attached to 128191/FO/2020 will be submitted for discharge prior to commencement of development on site.
Outline Construction Management Plan prepared by Arcadis LLP	No change. Planning condition 6 and 7 requires the submission of construction management prior to commencement of development.
Community Wealth Partnership prepared by General Projects	No change. The proposed amendments will not affect the Community Wealth Partnership approach.
Socio-Economic Report prepared by Eskogen	No change. The proposed amendments will not affect the conclusions made within this report. The negligible change in the

Planning Policy and Material Considerations

Local Planning Policy – the Development Plan

- 3.3 There has been no change in local planning policy since the Planning Permission was granted. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document for Manchester.
- 3.4 Overall, it is considered that the nature of the proposed minor material amendments to the approved scheme means that it remains in full accordance with the key spatial principles of the Core Strategy, which is set out below against each relevant policy.

Manchester Core Strategy (adopted 2012), Saved UDP Policies (1995) and Supplementary Planning Documents

- 3.5 **Policy SP1 – Spatial Principles** – the proposed amendments would see the delivery of 46,691 sq. m. (GEA) of commercial floorspace. This represents a reduction of 287 sq. m. (GEA) overall but an increase in net internal area (NIA) by 796 sq. m., which highlights the layout efficiency improvements made during design development. The scheme continues to comprise workspaces, retail and leisure opportunities, demonstrating that it reinforces the regional centre as the focus for this type of activity. As such, the proposals would provide access to jobs, services and new highly functional and biodiverse open spaces created by the development. It will help to add to the historic and emerging character of the area that has been achieved by celebrating the canals and blending historic architecture with a blend of new 21st century styles, materials, and construction methods.
- 3.6 **Policy EC1 - Employment and Economic Growth in Manchester** – the development will see the creation of 46,691 sq. m. (GEA) of new employment led floorspace that will help to support the city's economic growth, which is broadly in line with the original proposed areas.
- 3.7 **Policy EN1 Design Principles and Strategic Character Areas** – the proposed amendments will not result in any significant external changes and the design development will seek to create a more attractive appearance overall. The primary change is a refinement to the building colour to give them an overall

more consistent appearance and help them to better blend in with the proposed landscaping and surrounding built form.

- 3.8 **Policy EC5 – East Manchester** - The major employment opportunity presented by the development remains accessible by a range of non-car modes, including the New Islington Metrolink station. As a result of the revised scheme, connectivity, access and an improved physical relationship with the Ashton Canal will be improved.
- 3.9 **Policy EN3 Heritage** – The proposals will create a point of interest within New Islington, and encourage movement through the surrounding area, which will help to continue to revitalise this part of the city in line with the adopted SRF. The amendments are not considered to have altered the impact on local heritage assets that the approved scheme and therefore remains in accordance with this policy.
- 3.10 **Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** – Pollard Street will continue to deliver a low carbon development and reduce its CO2 emissions using building components with good thermal properties, benefit from good daylighting and appropriate lighting controls to reduce the electrical energy consumption. Operationally, the changes to buildings B and C and new heating and cooling strategy, using VRF and an air source heat pump allow for an improved energy performance.
- 3.11 **Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies** – the proposed updates to Building B and C will continue to contribute to meeting the requirements of this policy by incorporating a number of systems and components to ensure energy targets with the Part L Assessment are achieved, installation of metering to measure energy use as well as the conservation of water through a number of measures. Improvements on Part L have been achieved as Building B now represents a 19% improvement against Part L 2013, whilst Building C represents a 15% improvement against Part L 2013. Original improvements against Part L 2013 were 3.1% and 1.6% respectively, representing a significant improvement in operational carbon and made possible by applying a "mixed-mode" system for cooling purposes.
- 3.12 **Policy EN8 Adaptation to Climate Change** – Pollard Street will continue to incorporate energy saving strategies to limit the use of energy during operation and has been designed in accordance with the mitigation measures set out by the approved Flood Risk and Drainage Strategy and therefore remains in accordance with this policy.
- 3.13 **Policy EN14 Flood Risk** – The proposed changes will not affect any of the conclusions made within the approved Flood Risk and Drainage Strategy with the drainage infrastructure now delivered for the site. The agreed approach is to use the existing sewer network and ensure part of the surface water drainage uses the River Irwell for discharge.
- 3.14 **Policy EN16 Air Quality** – the proposed changes will not affect any of the conclusions made within the approved Air Quality Assessment provided with the consented application.
- 3.15 **Policy EN19 Waste** – the proposed changes will not affect the Waste Management Strategy beyond small changes in physical routes taken and location of bin stores, which is reflected on updated drawings. This is reflected in the DAS Addendum prepared by Hawkins/Brown.
- 3.16 **Policy T2 Accessible Areas of Opportunity and Need** – the proposed changes will not affect access to the Site. The office campus remains in a highly sustainable location, bisected by the New Islington Metrolink stop. Located at the edge of the City Centre, the Site is close to sustainable transport links as well as key services and amenities within a short walk.
- 3.17 **Policy DM1 Development Management** – the original application is supported by reports in relation to noise, transport, waste management and servicing and ventilation, and a Crime Impact Statement. The proposed amendments will not result in any significant change to the level of amenity, accessibility, safety, vehicular access and green infrastructure. The amendments proposed have had regard to the above issues, in line with approved documentation, and is designed to the highest standards.

Other Material Considerations

National Planning Policy Framework (2021)

- 3.18 Since the original application was submitted, a revised NPPF was adopted in 2021 further to revisions that were made in 2019. The revised NPPF continues to set out the Government's planning policies for England and how these are to be applied within a local setting. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 3.19 The presumption in favour of sustainable development – the golden thread running through plan-making and decision taking (para. 11) – remains at the heart of the NPPF. Sustainable development is about positive growth, which supports economic, environmental and social progress for existing and future generations.
- 3.20 The Government emphasise that planning should help create the conditions in which businesses can invest, expand and adapt. Planning policies and decisions should consider local business needs and wider opportunities for development and places significant weight on the need to support economic growth.
- 3.21 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life by supporting existing and future generations' health, social and cultural wellbeing.
- 3.22 The NPPF also places emphasis on the importance of pre-application engagement with the Local Planning Authority and local community, which will help to resolve any issues and deliver more positive outcomes.
- 3.23 In summary, the revised scheme remains in full accordance with the key tenets of the NPPF. The approved proposals, as amended by this application, remain in support of sustainable development and supporting the conditions in which businesses can adapt and support economic growth.

Eastlands Regeneration – A New East Manchester (1999, 2008, 2011, 2017)

- 3.24 The site forms part of the Eastlands Regeneration Framework and has done so since 1999. The area has been promoted for strategic development since the 'New East Manchester: A New Town in the City' was first published. This was eventually superseded by 'The East Manchester Strategic Regeneration Framework 2008 – 2018' (2008). Although the Frameworks have limited weight, they are a material planning consideration for applications within the area.
- 3.25 The Site was identified in the 2008, 2011 and 2017 Frameworks as mixed residential-commercial use, and as 'prestige frontage' off Great Ancoats Street – in this case toward developing the development of Great Ancoats Street. A stated aim of the strategy was for Great Ancoats Street to be redefined as a mixed use, pedestrian-friendly boulevard, and for it to become one of two key 'Arcs of Employment' within the Eastlands Framework area.
- 3.26 The ongoing vision, of which the Site forms a part, was that the New Islington area would contribute to the seamless integration between the mixed uses along Great Ancoats Street and the City Centre, through to the residential areas of Miles Platting and Holt Town. It was considered that a clear block structure and legible street network would further promote this sense of integration and connectivity.
- 3.27 Development was also encouraged around tram stops, where transport-oriented development would be a priority along the extended Metrolink lines and stops (including New Islington stop), with higher-density residential development and a high-quality mix of retail uses characterising the built form and land use pattern. Linkages to nearby neighbourhoods and pedestrian and cycling networks were to be prioritised, to help promote and facilitate alternatives to car use.
- 3.28 New development would continue to improve the relationship between the neighbourhood and the canal by fronting onto the canal-side park system to provide increased natural surveillance. The goal was to establish New Islington as a national and international exemplar of edge-of-city-centre, mixed-use development. It is highlighted that connections to and improvement of the canal systems are important, and that new development would help to establish this.

- 3.29 The Pollard Street development developed in line with these ambitions for the wider area, and will deliver a truly unique scheme that will foster a new and emerging business community and support vibrancy of the local area – cognisant of the Site’s key location between the City Centre and the Eastlands Framework area.

Ancoats and New Islington Regeneration Framework (2016)

- 3.30 Originally released in 2016, this Framework has guided the continued regeneration of the smaller area of New Islington and Ancoats within the wider context of the Eastlands Framework, described above. It covers an area to Oldham Road to the west through to the Lower Medlock Valley to the east and includes the Site toward its eastern edge.
- 3.31 The Site remains key to realising a clear opportunity to provide new exceptional public realm and sense of arrival by generating the mix of small-scale business / retail / leisure spaces active commercial and food and drink uses that should be encouraged around the Metrolink Station to animate the canal-side spaces. Pollard Street also provides new active frontages and multiple entrances can be used to balance the current lack of activity at ground floor within the Albert Mill and Vulcan Mill elevations on the southern side of the street.
- 3.32 The proposed amendments to the approved Pollard Street proposals will not impact the benefits offered through creation of a new business location, and establishing a neighbourhood amenity. The proposals continue to support higher density forms of development adjoining this key public transport destination contributing to the creation of a real sense of place in the locality in line with regeneration framework.

Environmental Material Considerations

- 3.33 All relevant environmental considerations have been set out within the assessment of the proposed amendments against the policies set out within Manchester’s development plan and by way of clarifying the changes to each of the approved submission documents. There are no further site-specific environmental material considerations beyond this.

Summary

- 3.34 With the proposed amendments to the existing scheme, Pollard Street will continue to deliver a sustainable development that will support positive and sustainable growth. This is in line with the relevant elements of national and local policy as well as other material considerations.

4. Summary and Conclusions

- 4.1 The proposed amendments to Pollard Street are required in order to ensure the successful delivery of the scheme in terms of ensuring that the office floorspace offering can best suit identified demand, in line with tenant requirements expressed through consultation with letting agents. The amendments have been carefully considered to ensure that they are of only minor material consequence to the approved scheme.
- 4.2 The application is submitted to secure changes to the extant Planning Permission, which will allow Pollard Street to play a key part in the regeneration associated with the Ancoats and New Islington NDF, and in line with the ambitions of the wider Eastlands SRF. This new urban campus will bring together a diverse and thriving mix of Manchester talent, designed as an active and collaborative place with a range of bespoke studios, workshops and workspaces for a new generation of pioneering businesses.
- 4.3 The Applicant and project team are committed to delivering a sustainable mixed-use development of the highest quality, which has the following important benefits:
- Successful regeneration of a brownfield site, bringing it back into a long-term, viable and active use, and create a network of public spaces and complementary range of uses.
 - Direct job creation and supply chain job creation; the proposals will bring jobs to the area in the long-term but will also continue to support the construction sector with short-term jobs created in preparing the building for use. The scheme is anticipated to provide approximately 2,400 permanent FTE jobs, through delivery of over 46,000 sq. m. (GEA) of new commercial floorspace with a variety of ground floor uses to provide further vitality and vibrancy.
 - Re-integrating the sites with the surrounding areas will enhance permeability between New Islington toward South Manchester through improving connectivity. A scale of building form that integrates within the wider townscape, with the provision of small-scale retail units to attract small niche retailers, and flexible workspace to attract a wide range of tenants, larger established businesses and smaller growing businesses and start ups, and including the creative industries.
 - Deliver on an opportunity to reconnect this site to address the adjacent Ashton Canal through the delivery of a high-quality new pedestrian route and public realm through the core of the site, which is enabled through the layout and orientation of the buildings
 - The new public realm delivered by the development will seek to create a variety of high quality, accessible open spaces to enhance the character of the Site and deliver long term social benefits for the area. The scheme will provide sport facilities and playgrounds, encouraging activity in all ages, in addition to encouraging active modes of transport through provision of improved walking and cycling routes linking with the rest of the city.
 - In addition, the public realm will provide benefits regarding green and blue infrastructure by promoting on site sustainable drainage systems significant ecological benefits through habitat creation, tree planting and soft landscaping within a diverse landscape, resulting in a 30% improvement in biodiversity against the current site. This will seek to connect into wider existing and proposed public spaces that create a network of high quality and varied outdoor spaces within the local community.
 - Deliver a Zero Carbon scheme as per the Green Building Council's definition, and to not only comply with Planning Policy but to go much further beyond it. The Proposed Development supports a Whole Life Carbon approach to the design, which includes modelling the embodied

and operational carbon for the scheme and it will address targets set out in 2025 and 2030 targets of the RIBA 2030 Challenge and will minimise actual 'Operational' Carbon.

- 4.4 Overall, it is considered that the proposed minor material amendments are fully in accordance with the original design intent of the scheme; it has been demonstrated within this Statement that they will not affect the considerations or conclusions reached in respect of the original planning application.
- 4.5 The proposals continue to be in accordance with, and positively contribute to, the aims of planning policy at national and local levels, including the National Planning Policy Framework and the adopted Manchester Core Strategy.

Appendix A – Approved Planning Statement

Pollard Street, Manchester

Planning Statement

October 2020

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1. Introduction

This Planning Statement (the “Statement”) accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC) by AG GP Manchester Pollard B.V. (the ‘Applicant’, hereby referred to as ‘General Projects’), in respect of land adjacent to the New Islington Metrolink Stop within New Islington.

- 1.1 The Site comprises a vacant brownfield site of 4.97 acres / 2.01 hectares located adjacent to the New Islington Tram line behind Ancoats Street, and enclosed by Pollard Street and the Ashton Canal, identified in Figure 1 below. A full description of the site is provided in Section 3 of this Statement, summarising its history and supportive planning context.

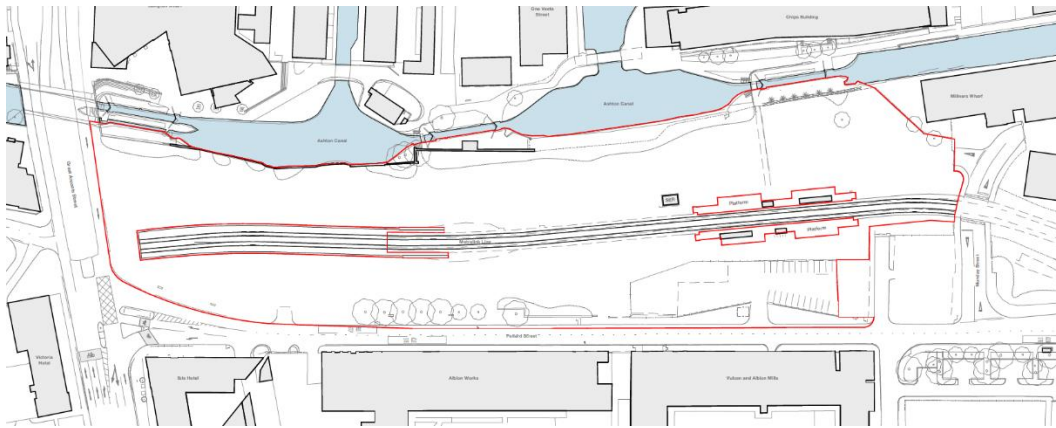


Figure 1 - Site Location Plan

- 1.2 Factually, the Proposed Development comprises the erection of a mixed use flexible office work and creative spaces alongside over 2 acres of high quality public realm on Pollard Street in Manchester (Figure 2). This will include 46,978 sq. m. (GEA) within Use Class E comprising offices above flexible ground floor uses across five buildings, ranging from micro-units suiting SMEs to conventional Grade A Office for established businesses.

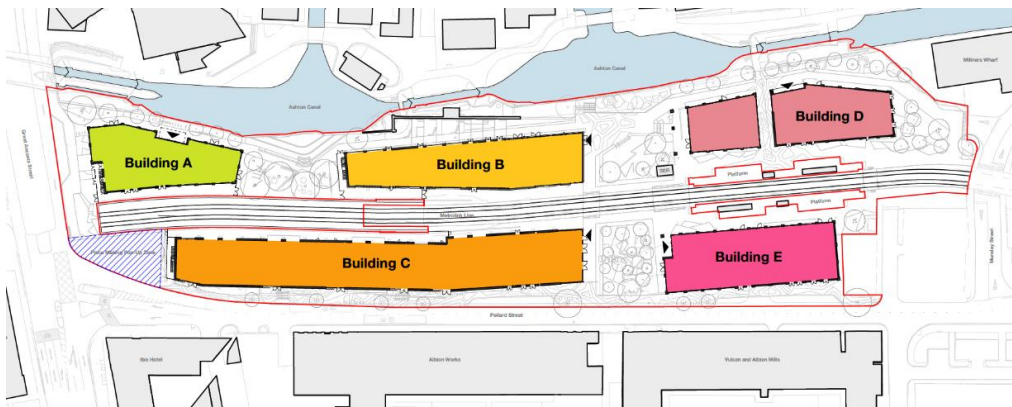


Figure 2 - Proposed Site Plan

- 1.3 The Proposed Development seeks the effective reuse of a former industrial site, which became derelict during the latter part of the 20th century and has remained vacant for over 15 years since the former industrial buildings were sequentially demolished. This Site has been identified in various regeneration plans, and notably those relating to East Manchester, for over 20 years as land for redevelopment having been first identified in 1999 when the derelict buildings occupied the Site.
- 1.4 As such, the Site falls within an area and adjoining neighbourhoods, such as Ancoats, New Islington and Beswick, that have seen significant investment and transformation over the last 20 years. The Site is a key opportunity build on the transformative work that has taken place to date. It falls within the Regional Centre immediately adjoining the city centre and has a critical role to play as a driver of economic growth, supporting key added value economic sectors, as well as enhancing productivity for Manchester and the wider city region.
- 1.5 This role is further emphasised by the accelerated growth witnessed in the city centre in recent years, resulting in a shortage of office and work spaces, particularly for small and start-up companies despite having good conditions to encouraging such businesses to form. There is also an increasing recognition that there is a finite supply of land in the city centre to encourage sustainable development in key location in and around the edge of the city centre.
- 1.6 Given the significant investment in the surrounding area and, critically, the expansion of the Metrolink network out into East Manchester via New Islington, this site is in a prime location to sustainably support the city's growth through new commercial development. This will offer a key contribution and mix of uses to the evidenced growth in both the owner occupied and rental market within the area and further into East Manchester.
- 1.7 Whilst the site is part of plans that have been embedded for just over 20 years, General Projects and the design team are under no illusions about its existing use and value to the local community. We have recognised that, in recent times, the site has become significant for local communities as a local amenity and green space. On that basis, the applicant has not simply landed in the local area and progressed proposals but has consulted extensively from the outset to understand how local issues and concerns can be best reflected in the scheme proposals.
- 1.8 In addition to working proactively with the local community to deliver maximum form and function of the public realm and identifying further areas of influence, General Projects has engaged extensively with the Local Authority, private and third sector organisations to create partnerships that help to will crystallise the ambitions of this project. They are adopting a holistic Manchester-first procurement policy in terms of employment and training, supply chains, and occupying businesses.
- 1.9 This new urban campus will bring together a diverse and thriving mix of Manchester talent, designed as an active and collaborative place with a range of bespoke studios, workshops and workspaces for a new generation of pioneering businesses. A community ethos will be at the heart of the campus, inspiring entrepreneurs, staff, local residents and visitors.
- 1.10 This Statement assesses the Proposed Development against the requirements of the Development Plan and other material considerations that inform the decision making process.

Proposed Development

- 1.11 There is a finite supply of land within the City Centre to support the continued and successful growth and the Proposed Development can make a key contribution. In summary, the Proposed Development – known as ‘the Collective’ - comprises the following elements:
 - Five new commercial office buildings, offering a range of spaces to cater for both well-established and unique commercial businesses, new start-ups and SMEs and a range of workspaces sitting between the two. Each of these distinct uses and functions has been reflected in the design of the five individual buildings, which divide into two building typologies, as follows:

- **Buildings A, D and E:** three highly efficient, 9 storey, Grade A office buildings for more established businesses and creative ventures, with spaces ranging from 7,700 sq ft to 11,700 sq ft per floor that are divisible to suit tenant needs.
 - **Buildings B and C:** lo-fi modern industrial workspaces, offices and creative spaces ranging from 11,000 sq. ft. to 1,000 sq. ft. in a variety of typologies within two 5 storey buildings that seek to deliver a range of low cost opportunities and space to allow sole start-ups and small businesses to mature.
- All buildings are unified by a clear set of design principles that allow a clear base, middle and crown to be recognisable in its massing, which is articulated through a range of design elements. All buildings are unified by their materiality but choose to express it in a number of different ways to deliver a collective of building types whilst allowing for individual uniqueness to be celebrated.
 - Buildings seek to maximise their ground floor active frontage, which would include spaces for retail, restaurant, bars, makers’ spaces, and supportive community facilities for the existing residential community, with associated outdoor spaces as well as occasional opportunities for local amenity on rooftop areas.
 - The creation of a newly designed purpose-built and community led public space, which includes over 2 acres of open space in the form of new gardens and a public square, along with the opening up of the canal following removal of non-historic canal walls to celebrate the local waterways; community play spaces; exercise equipment; and further opportunities to be developed in partnership with the local community.
 - Using elements of the old backfilled canal infrastructure to deliver integrated sustainable urban drainage solutions, and civil engineering works to deliver improvements with regard to contamination and flood risk.
 - Each building includes various back-of-house and supporting functions to support their operation, such as plant equipment, spaces for internal storage of cycles and circulation spaces (e.g. stairs and lifts).
 - Further additional works including, but not limited to, works to the adjacent highway infrastructure to provide appropriate servicing spaces, cycling routes, walking routes and improved connections to the Metrolink to offer a destination space befitting of its local context. Critically, the site sits on the border between the city centre and East Manchester at a key juncture, so connectivity is not only important in the immediate sense but also a broader connection between large areas of the city.
- 1.12 The Site’s prominent location and proximity to major transport links underpins the opportunity to promote dynamic and active uses at street level and a new distinctive high-quality office offering within the city centre in New Islington. This will sit within a landscape designed to accommodate both the needs of the building residents, and to provide a public greenspace for locals and visitors to the Site.
- 1.13 The public space at Pollard Street will deliver a high quality, community-led landscape, contributing to climate change resilience, increased biodiversity, wellbeing and better air quality. The applicant’s commitments include:
- £5M investment for a better, healthier and safer environment for all ages, including over 1.5 acres of green amenity with over 300m of canal frontage, 55 new trees, at least 30% improvement in biodiversity compared to the existing site. The long term stewardship of the site by the community will be encouraged through co-creation workshops and physical outputs;

- This will create meaningful spaces for local people - including space to relax, community gardens, children's play spaces and areas for events, educational spaces to teach the critical importance of biodiversity, use of historic canals to create a sustainable drainage system; and,
 - Best-in-class cycle parking facilities with 550 new bike spaces for the city, improved cycle and pedestrian routes and a car free scheme, with promotion of sustainable transport.
- 1.14 General Projects believes that they not only need to deliver environmental improvements as set out able, but to maximise the social and economic benefits of the scheme for the local area and Manchester as a whole. Their one-of-a-kind Community Wealth Partnership, once fully implemented along with the Proposed Development will:
- Result in the physical investment of £83m in order to deliver the overall scheme and cover the cost of construction. This will directly support over 700 full time equivalent (FTE) construction jobs, a further 510 FTE induced jobs through construction expenditure with 195 indirect FTEs supported through expenditure in the local supply chain. Overall, there is expected to be £112.3m Gross Value Added (GVA) during the construction period.
 - Lead to the creation of over 3,600 local jobs once the development becomes operational, which will come forward in a range of different sectors, job roles and scales of organisation – from the micro to the macro. It will encourage start-ups to form in addition to supporting more established businesses.
 - Adopt a 'Manchester-first' procurement policy with at least 25% of supply chain spend in Greater Manchester, a commitment to all tenants and contractors paying a Manchester Living Wage, over 40% of affordable workspace dedicated to SMEs and generating £3.1M business rates per year once operational. Job and employment opportunities will be focussed for local people; and
 - Provide a further £7.8M in social value in the first 5 years through over 5,000 voluntary hours per year to tackle local issues, youth engagement and guidance opportunities, with 40 graduate internships, 40 SME skills seminars and 60 mentoring spots per year and employment and recruitment opportunities, with 15 formal apprenticeship placements, 25 local people helped back into work and 25 free desks for young people each year.

Description of Development

- 1.15 Based on the above works, the description of development as set out in the enclosed Application form is as follows:

Full Planning Permission for the erection of five office buildings and new public realm comprising: 3 no. eight storey mixed use buildings (Buildings A, D and E) comprising workspace (Use Class E) with flexible uses at ground floor (Use Class E); and / or Sui Generis (theatre / bar), with rooftop multi use amenity area proposed on Building A, and 2 no. five storey mixed use buildings (Buildings B and C) comprising workspace (Use Class E) with flexible uses at ground floor (Use Class E); and / or Sui Generis (bar / theatre); together with cycle parking, waste storage, back of house, rooftop plant and external amenity spaces, new public realm, highways' works, pedestrian and cycle routes, engineering and infrastructure works; and other associated works.

- 1.16 Whilst most Uses proposed on site are within Use Class E on both upper and ground floors of the development, we have also identified opportunities for occasional bar uses on the ground floor and also potentially a small scale theatre.
- 1.17 A full description of the Proposed Development is provided in Section 4 of this Statement, and the supporting Design and Access Statement prepared by Hawkins Brown and Planit-IE.

The Applicant

- 1.18 The Applicant, General Projects Limited, is a contemporary real estate developer who has completed several successful developments in London. They are now looking to expand into the North West market and focus on designing and delivering creative, inspiring and experiential buildings for an ambitious new generation.
- 1.19 General Projects seek to bring a pioneering approach to the re-invention of buildings and their environment and now provides one million square feet of modern-life, mixed-use, metropolitan hubs. General Projects has a strong track record in capturing and generating social value through its work on previous developments, which has been utilised to form a key driver for the Proposed Development's outcomes.
- 1.20 It is anticipated that environmental, economic and social value benefits will increase as development phases are completed and new commercial spaces attract enterprises from a range of sectors. This is set out above in summary and in detail in later sections of the Statement.

Pre-application Consultation

- 1.21 The Proposed Development has evolved through consultation with a wide range of stakeholders, including: members of the local community; MCC as the planning, highways; environmental health, and flood authority; the Canal and River Trust; Greater Manchester Police; Places Matter; MCC's Access Officer; MCC's Tree Officer; United Utilities; Local Elected Members; adjacent land owners and developers.
- 1.22 In light of the significant impact Novel Coronavirus (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.
- 1.23 Further to an initial leaflet and questionnaire issued in May 2020, a dedicated website for the scheme was used to gather further thoughts and provide regular updates to the project between May and September, with ongoing one to one dialogue with others who made direct email contact. This has allowed the team to share the results of previous surveys and update the details of the scheme in order to present the most up to date proposals online and allow members of the public to provide direct comments.
- 1.24 A formal Request for an EIA Screening Opinion was submitted to MCC on 17 July 2020 and a formal response was received from MCC on 10 August 2020. 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.
- 1.25 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 Community Involvement prepared by Deloitte Real Estate and submitted as part of this application.

Application Documentation

- 1.26 This Application is supported by the following documentation, agreed in advance with Manchester City Council and prepared in accordance with the Local Validation Checklist:
 - Planning application form and ownership certificates prepared by Deloitte Real Estate;
 - Application site plan and location plan prepared by Hawkins/Brown Architects;
 - Planning application drawings, sections and elevations prepared by Hawkins/Brown Architects;

- Design and Access Statement (including Public Realm and Landscaping Strategy) prepared Hawkins/Brown Architects and Planit-IE, including a schedule of accommodation;
- Statement of Consultation prepared by Deloitte Real Estate;
- Heritage Statement prepared by Deloitte Real Estate;
- Archaeological Desktop Report and Written Scheme of Investigation prepared by Salford Archaeology;
- Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations prepared by Amenity Tree Care;
- Air Quality Assessment prepared by BWB;
- Phase 1 Geo-environmental Statement and UXO Survey prepared by LK Projects and Phase 2 Investigation Scoping note prepared by Civic Engineers;
- Crime Impact Statement prepared by Greater Manchester Police;
- Travel Plan Framework prepared by Civic Engineers;
- Transport Assessment, including Servicing and Waste Strategy, prepared by Civic Engineers;
- Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown;
- Sustainability Strategy prepared by Max Fordham;
- Energy Statement prepared by Max Fordham;
- M&E Strategy, including Ventilation and Extraction prepared by Max Fordham;
- Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers;
- Daylight/Sunlight Assessment prepared by Greyscanlanhill;
- Construction Management Plan prepared by Arcadis LLP;
- Community Wealth Partnership prepared by General Projects;
- Socio-Economic Report prepared by Eskogen;
- Acoustic Survey prepared by Sandy Brown;
- TV Reception Survey prepared by G-tech Surveys; and
- Wind Assessment prepared by Architectural Aerodynamics.

1.27 This Planning Statement also provides a summary of the Operational Management Strategy (section 4) and summarises details of how the scheme aligns with the key components of Manchester's Green and Blue Infrastructure Strategy (section 6).

Document Structure

1.28 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 - summary of the Proposed Development;
- Section 5 - summary of the Proposed Development and 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 City Centre as a whole, and sets out the key drivers of change and development within the city and fringe areas such as New Islington.
- 2.2 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.

Site Status

- 2.3 Prior to and following the demolition of industrial structures, dating from the 18th and 19th Centuries, the City Council have allocated the Site to be brought forward for commercially-led development. The Site currently comprises previously developed brownfield land¹ that is made up of amenity grass, planting, the New Islington Metrolink Stop and Metrolink line, remains of the Soho Foundry that previously occupied the Site and surface car parking, footways and highway infrastructure.
- 2.4 The Site was predominantly cleared between 2009 and 2011 of the warehousing and foundry that previously occupied the Site in preparation for the Metrolink works being completed in 2012. At this time, the Site had been earmarked for commercial-led development as part of the Eastlands [Regeneration] Framework (1999², 2008³, 2011⁴, 2017⁵), which was intended to be delivered following completion of the Metrolink works extending to Ashton. This Site also marks a key component of the overall Ancoats and New Islington Framework (2016 and 2020). The key elements of the Eastlands Framework and the Ancoats and New Islington Framework are set out later in this Section.
- 2.5 Due to the City Council not being able to find a suitable developer immediately after the delivery of the transport infrastructure in 2012, as a result of the long term impact of the 2008 global economic recession, the Site was hoarded with perimeter fencing. Rather than letting the Site become overgrown with self-seeded vegetation, a decision was taken to remove the hoarding and vegetation on Site to provide amenity grassland for the local residential community until a suitable developer came forward with proposals for the Site.
- 2.6 As such, despite the Site's status as brownfield land, it is currently well used by the local community as open space and much has changed in the area's surrounding context in terms of a greater residential population. A starting point for the development was therefore to not only successfully achieve the ambitions of the endorsed Regeneration Frameworks, but to maximise the amount of public realm, greenspace, play areas and improve the overall quality of the Site.

¹ Previously Developed Land or 'Brownfield' land is defined in the National Planning Policy Framework (2019) as land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

² New East Manchester – The New Town in the City (1999)

³ East Manchester – Strategic Regeneration Framework (2008)

⁴ Eastlands Regeneration Framework (2011)

⁵ Eastlands Regeneration Framework (2017)

Economic Context

Introduction

- 2.7 The Site has been identified as an opportunity to deliver high quality office floorspace within a creative ‘campus’ style hub. The remainder of this section considers the Site’s strategic economic and regeneration context in more detail, in order to set out the relevant wider support for the Proposed Development.

The Local Area

- 2.8 A main thrust of the Proposed Development is to improve socio-economic indicators that currently suggest the area is in need of support in terms of skills, employment and post-education outcomes. Indeed, IMD data for 2019 shows that Manchester is sixth most deprived local authority in the UK, with 43.3% of its neighbourhoods (called lower super output area’s – LSOAs) in the most deprived 10% in the country.
- 2.9 When considering the three LSOA’s in which the Site is located there are varied levels of deprivation across each of the domains; two of the LSOAs are in the top 30% most deprived, and one in the 10% most deprived in the country across five of the seven domains.

Indices and Domains of Deprivation for Pollard Street LSOAs (Where 1 is most deprived 10% of LSOAs)			
	LSOA		
	Manchester 13E	Manchester 13F	Manchester 13G
Income	6	10	1
Employment	7	10	1
Education and Skills	6	8	1
Health Deprivation and Disability	1	2	1
Crime	1	7	1
Barriers to Housing	5	5	3
Living Environment	2	1	6
IMD Overall Rank	<u>3</u>	<u>6</u>	<u>1</u>
<i>Source: Indices of Multiple Deprivation, 2019</i>			

- 2.10 The total population of Ancoats & Beswick, in which the development site is located, was 13,951 as of 2018, while employment stood at 15,000 in 2018, 4% of Manchester’s employment. As of November 2019 there were 1,059 claimants of out of work benefits, which is 9.5% of the working age population and above the 8.2% of out of work claimants in the working age population nationally.
- 2.11 As of June 2020, 4.2% of 16-17 years olds in the area are not in education, employment or training (NEET) above the national proportion (2.8%). There were 511 children – almost 27% of under 16 year olds – in the area living in relative low income families, as of 2019, above the national average of 18.5%.

- 2.12 In addition more than a quarter – 26.5% - of primary school pupils and 31.8% of secondary school pupils received free school meals in the area, compared to the national average of 15.8% and 14.1% respectively.
- 2.13 East and North Manchester in particular have persistently suffered from high levels of multiple deprivation despite improvements brought about by long term regeneration proposals. It is therefore important that, as the city economy continues to support new jobs, targeted measures are in place to support wider communities and tackle issues including unemployment and deprivation, providing accessible local employment opportunities and raising living standards for low income households. This is a front and centre issue for the proposals to address.

Manchester - A Growing City

- 2.14 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 London⁶. By 2025, almost 650,000 people are expected to live within the Local Authority boundary, with the City Centre population growing to 100,000 during this time, driven primarily by new higher density residential development that has significantly added further market capacity⁷.
- 2.15 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.
- 2.16 The Greater Manchester sub-region, has a resident population of over 2.8⁸ million and a combined GVA of over £62.7 billion. GVA is forecast to grow at an average annual rate of 1.7% per year up to 2036, in line with the UK average. This is equivalent to an additional £36.8 billion of economic activity in GM's economy in 2036. A significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA⁹, which is a driving force for these current and anticipated growth trends.
- 2.17 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a more knowledge intensive service-based high-growth economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors¹⁰.

Manchester – Encouraging the Growth of a Dynamic Private Sector

- 2.18 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 London¹¹. Increasingly businesses are looking for benefits from agglomeration. Business sectors which are influenced by agglomeration (where entrepreneurs, companies, 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.
- 2.19 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.

⁶ Office for National Statistics, 2011 Built Up Areas – accessed August 2020

⁷ Manchester City Council Forecasting Model 2018 - accessed August 2020

⁸ Invest in Manchester, *Access to Talent*, <https://www.investinmanchester.com/why-manchester/talent> - accessed August 2020

⁹ GMCA Economic Forecast for Greater Manchester 2019- accessed August 2020

¹⁰ Manchester City Council, *State of the City Report 2018*,

https://www.manchester.gov.uk/downloads/download/6964/state_of_the_city_report_2018_whole_document - accessed August 2020

¹¹ Ernst and Young (EY), *European Investment Monitor 2017*, cited in *EY UK Attractiveness Survey (May 2017)*,

[http://www.ey.com/Publication/vwLUAssets/2017-UK-Attractiveness-Survey/\\$FILE/EY-UK-Attractiveness-Survey-2017.pdf](http://www.ey.com/Publication/vwLUAssets/2017-UK-Attractiveness-Survey/$FILE/EY-UK-Attractiveness-Survey-2017.pdf). - accessed August 2020

Manchester - A Thriving City Centre

- 2.20 Over the last twenty years, MCC 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.
- 2.21 Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is not surprising that the largest population increases are within the age bands that are typically considered to fuel economic growth. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth, with the 25-29 age band also witnessing a significant increase of just fewer than 30,000 over the same period¹². Equally, research by Centre for Cities in July 2018 highlighted that, from 2002 to 2015, Manchester experienced population growth of 149% in the City Centre and jobs growth of 84% from 1998 to 2015.

Manchester - A Mobile and Skilled Workforce

- 2.22 The city region offers a high quality and growing workforce of some 7.2 million people within a one hour commute of the City¹³. Manchester's quality of life offer has led it to becoming second in the world for attracting talent (passing London) – only New York City attracts more people per year. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in four universities across Greater Manchester¹⁴.
- 2.23 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. This is fuelled by the migration supported by the Higher Education sector in particular, creating a young and dynamic skilled workforce.

Manchester – National, Regional and City Region Connectivity

- 2.24 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 capacity of its travel to work area (and therefore its pool of labour), and enhances connectivity between businesses. It also makes the City easier to get around and a better place to live.
- 2.25 The Site is within an area benefitting from a major transformation of connectivity in Manchester, bringing local, regional and even international connections closer than ever. The Site itself is incredibly well connected and includes a Metrolink station within the Site that provides connections to Ashton and East Manchester as well as the city centre network.
- 2.26 A short ride on the Metrolink, or ten minutes' walk from the Site, to Piccadilly Station and Metrolink demonstrates that the Site's centrality is a key advantage in this respect. Furthermore, over the next few decades Manchester Piccadilly Station will benefit from the arrival of High Speed Rail 2, making connections to other key economic hubs in London and Birmingham ever more accessible from the Site.
- 2.27 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling continue to be delivered as part of major regeneration schemes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents. Local improvements to active travel nearby include the Great Ancoats Street improvement works and the nearby Beelines Network currently being delivered.

¹² Manchester City Council, *Public Intelligence 2011 Census*, http://www.manchester.gov.uk/downloads/download/5154/public_intelligence_2011_census - accessed August 2020

¹³ Invest in Manchester, *Universities in Manchester Access to Talent*, <https://www.investinmanchester.com/why-manchester/talent> - accessed August 2020

¹⁴ Ibid

Office Market

- 2.28 Manchester has one of the largest office centres outside of London with slightly in excess of 20 million sq. ft. of total built floorspace¹⁵. Businesses are attracted to the City due to the agglomeration benefits, a growing population and a readily available talent pool from the three higher education institutions, as well as the excellent national and international connectivity.
- 2.29 As such, the Manchester office market continues to go grow, with over 2.1 million sq. ft. of office floorspace under construction in 2019 (up by 19,000 sq. ft. from the previous year). 2019 was another strong performing year for the Manchester City Centre office market, as it saw the second highest recorded take-up figure, securing over 1.4 million sq. ft. of commercial workspace, let across 254 transactions.
- 2.30 In April 2020, the Manchester Office Agent's Forum (MOAF) highlighted that during Q1 2020 a total 306,492 sq. ft. of offices was transacted in Manchester City Centre, representing the third consecutive year that Q1 activity has exceeded 300,000 sq. ft. Manchester's office market continued to perform robustly, according to MOAF, despite the political uncertainty and a diminishing lack of readily available Grade A supply¹⁶.
- 2.31 Prime office rents have been growing and 2019 saw a new record rent of £36.50 per square foot achieved, with further rental growth expected¹⁷. Pricing remains largely influenced by the strength of location, building quality and income profile and when an asset ticks all these boxes then pricing becomes very competitive. Combined with limited supply, this can lead to premiums being achieved ahead of market value.
- 2.32 The Creative, Digital and Tech sector has become an important feature of the city's economy. It has been one of the fastest growing sectors in recent years with strong growth forecasts. Between 2009 and 2018 employment in this sector grew by 34.1% in Manchester compared to Greater Manchester-wide growth of 17.5% and national growth of 20.3% Manchester therefore represents a growing hub of activity within a key economic sector.
- 2.33 There has also been increase in 'flexible' workspace within the City Centre, as would be catered for on the Pollard Street Site. The rise in the demand for flexible workspace has been attributed to the arrival of millennials in the work place who have contributed to a shift in working culture and practices, including the increase in start-ups, freelancing, self-employment and small and medium enterprises (SME).
- 2.34 Evidence suggests that many entrepreneurs/ start-ups and small businesses will be working from home or occupying unsuitable workspace because they recognise the challenges facing the sector in terms of provision of suitable and affordable workspace. As new supply is brought to the market, real demand levels are therefore expected to continue to grow¹⁸.
- 2.35 As such, in addition to the pent-up Grade A office demand, there is also demand for smaller floorplates. These smaller floorplates appeal to smaller businesses and start-ups, typically in the Professional, Financial and Business services and the Creative, Digital and Tech sectors. Pollard Street is seeking to deliver a range of both higher price point Grade A office spaces and highly affordable smaller business units to create an overall campus and collective of businesses that will benefit from immediate agglomeration benefits.

Covid 19 Impact

- 2.36 Regardless of potential changes in working patterns and environments post-Covid-19 with homeworking, evidence suggests that modern office space will continue to be important in many sectors and occupations. The first quarter of 2020 showed strong performance for the central Manchester Office

¹⁵ OBI, Valuation Report prepared for this Application

¹⁶ Commercial News Media, 'Q1 2020 deals in Manchester City Centre total 306,492 sq ft'. April 2020. <http://www.commercialnewsmedia.com/archives/100290>

¹⁷ Commercial News Media, 'MOAF predicting strong office take-up in 2020'. January 2020. <http://www.commercialnewsmedia.com/archives/97163>

¹⁸ Eskogen Report – submitted with the Application

market, and although the current health crisis has had a significant effect on the office market since then, as of June enquiry levels have started to rise again according to property developers OBI.

- 2.37 Occupiers and clients are requesting alternative workspaces as they seek to adapt and become more flexible, with an increased demand for meetings, collaboration and knowledge sharing linked to the quality and adaptability of office space. A likely reduction in desk space within offices to align with greater trends of at home working will allow this necessary change to take place.
- 2.38 The demand for city living in Manchester has resulted in rising levels of competition for residential real estate in the city centre, having adverse effects on the opportunities for commercial office and workspace. Increased competition and the broad undersupply of office space in Manchester city centre has forced prices up and reducing the provision of affordable employment space for small and medium sized, independent businesses. This has encouraged smaller businesses to migrate out of the city centre including areas like New Islington. Recognising this trend and formalising the supply of space to cater for it is key to supporting Manchester in its continued growth ambitions as a city moving forward.
- 2.39 Evidence suggests that many entrepreneurs, start-ups and small businesses will be working from home or occupying unsuitable workspace because they recognise the challenges facing the sector in terms of provision of suitable and affordable workspace. As new supply is brought to the market, real demand levels are therefore expected to continue to grow. Significant demand for this type of space is evidenced by the growing demand experienced in nearby locations to the Site, such as the Pollard Yard development comprising a range of makers and small businesses, which has recently expanded but is now at full capacity.
- 2.40 Fundamentally, the anticipated opening year for the development of 2023 is beyond the point when the Bank of England expects the economy to have recovered. The Bank's Report¹⁹ states that the economic impact of Covid-19 has been less severe than was first anticipated (9.5% versus an initial estimate of 14%) and that the recovery phase of the pandemic has arisen earlier than expected, supported by new fiscal and business support packages coming forward.
- 2.41 Whilst the recovery period is expected to be slower than first forecast, the estimate is for the economy to get back to pre-Covid levels by the end of 2021. Pollard Street will be a timely and important development for the city to support economic recovery and growth.
- 2.42 In conclusion, the provision of modern and flexible office and workspace is needed to support Manchester's growing priority sectors, including Digital, Creative, Tech, Financial and Professional sectors. New supply is needed in order to maintain current growth patterns to meet forecast levels of job creation and population growth.

Retail Market

- 2.43 Irrespective of the wider and immediate short term impacts of both Brexit and Covid-19 on the retail market, observation suggests that customers now expect individualised experiences, both in store and online, and customers are attracted by unique market offers. Whether that be through curated marketplaces, connected spaces or digital journeys, customers are wanting to have an emotional connection to their shopping experience²⁰.
- 2.44 This may be provided through creative workshop space, pop up events and the connection to the maker, similar to those that will be provided within the Proposed Development. The atmosphere provided by the 'campus' feel of 'the Collective', the attractive landscape, and the visibility of the surrounding workspaces will create a retail experience that cannot be matched online. Within this overall collective, there will be a range of opportunities for retail spaces, restaurants, bars and other leisure uses that will create this critical supporting function for the Proposed Development and support local amenity.

¹⁹ Bank of England (August 2020) Monetary Policy Report and Financial Stability Report

²⁰ Ibid

Regeneration Context

- 2.45 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)

- 2.46 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 the City Centre as a whole, the City Council produced the City Centre Strategic Plan.
- 2.47 The Strategy identifies the expansion of the City Centre boundary to include areas to the north and east, including Ancoats and New Islington. In addition, it identifies a number of priorities for the expanded city centre:
- For the city centre to act as driver of economic growth and a major employment centre. The city centre accounts for over 40% of Manchester's total employment base, and is a significant driver of regional economic growth, hosting more than 10% of all jobs in Greater Manchester.
 - Provide an increasingly popular residential centre by creating neighbourhoods of choice that seek a growth in employment and leisure opportunities and creating an attractive, vibrant and welcoming environment. The growth is directly related to the city's economic growth, which has been driven by the considerable expansion of the key employment sectors.
 - Support Manchester's reputation as a visitor destination for both residents of the UK and abroad and create high-quality public realm that is essential to the character and appeal of the city centre for residents, visitors and workers alike.
- 2.48 The Strategic Plan will shape the activity that will ensure the city centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England.

Eastlands Regeneration – A New East Manchester (1999, 2008, 2011, 2017)

- 2.49 The site forms part of the Eastlands Regeneration Framework and has done so since 1999. The area has been promoted for strategic development since the 'New East Manchester: A New Town in the City' was first published. This was eventually superseded by 'The East Manchester Strategic Regeneration Framework 2008 – 2018'. The main aims of the 2008 Framework were to:
- Work within a wider sub-regional context and focus energy on encouraging those businesses within competitive economic sectors to locate into and remain within East Manchester;
 - Renew the physical landscape of East Manchester so that it explicitly supported the development of a new economic base and new residential neighbourhoods through, for example, world class public realm, high-quality amenity space, iconic buildings, and a modern tram and associated public transport system;
 - Champion the need to drive up education standards in East Manchester schools as part of a wider strategy of attracting and retaining working families who were regarded as an essential foundation of economic prosperity, financial vitality and neighbourhood stability;
 - Implement strategies to enable residents to enhance their skills and secure employment within the City and the wider city region; and
 - Establish "neighbourhoods of choice" that can attract and retain working households recognising that neighbourhoods function best when they contain families and households with a broad mix of incomes.

- 2.50 In the plan for 'Greening East Manchester' which is contained within the 2008 Framework, the Site is not designated as a green space, although it is part of a green corridor. This suggestion for the Site seeks to improve the quality of greenspace, including through 'extensive tree planting'; and linking up green spaces to create connections running through East Manchester, particularly along the canals and the Medlock Valley.
- 2.51 Following the winding down of the Development Corporation and funding for New East Manchester in 2011, a new strategy was required to develop a range of partnership structures that would take the area forward following the national economic recession.
- 2.52 The Abu Dhabi United Group entered into a partnership to commit to the regeneration of the area and the delivery of the 2011 Eastlands Framework has since helped to guide in excess of £400m of private and public investment in the area, utilising the Etihad Campus as a driver of economic activity. This investment has delivered:
- the Indoor BMX Arena and offices for British Cycling at the National Cycling Centre which opened in 2011;
 - a major remediation scheme completed in 2011, which made all of the land to the east of the Etihad Stadium developable;
 - the Velopark Mountain Park trails, which opened in 2013;
 - The City Football Academy transforming 75 acres of reclaimed land into the world's leading training ground and expanding the Etihad Campus.
 - A new community hub incorporating sports and education facilities, in addition to the Manchester Institute of Health and Performance (MIHP), which is a world-class centre for scientific research, analysis and treatment;
 - the first phase of expanding the spectator capacity of the Etihad Stadium, which was completed in 2015 by City Football Group;
 - a collection of new community education, sports and leisure facilities completed in early 2016 in a transformed Beswick financed by the City Council, Sport England, the Education Funding Agency and City Football Group; and
 - the opening of the Metrolink Phase 3a East Manchester tramline in 2013, which provided five tram stops in East Manchester, three of which would serve the Etihad Campus.
- 2.53 The Site is allocated in the 2008, 2011 and 2017 Frameworks as mixed residential-commercial use, and as 'prestige frontage' off Great Ancoats Street – in this case toward developing the development of Great Ancoats Street. A stated aim of the strategy was for Great Ancoats Street to be redefined as a mixed use, pedestrian-friendly boulevard, and for it to become one of two key 'Arcs of Employment' within the Eastlands Framework area.
- 2.54 The ongoing vision, of which the Site forms a part, was that the New Islington area would contribute to the seamless integration between the mixed uses along Great Ancoats Street and the City Centre, through to the residential areas of Miles Platting and Holt Town. It was considered that a clear block structure and legible street network would further promote this sense of integration and connectivity.
- 2.55 Development was also encouraged around tram stops, where transport-oriented development would be a priority along the extended Metrolink lines and stops (including New Islington stop), with higher-density residential development and a high-quality mix of retail uses characterising the built form and land use pattern. Linkages to nearby neighbourhoods and pedestrian and cycling networks were to be prioritised, to help promote and facilitate alternatives to car use.

- 2.56 New development would continue to improve the relationship between the neighbourhood and the canal by fronting onto the canal-side park system to provide increased natural surveillance. The goal was to establish New Islington as a national and international exemplar of edge-of-city-centre, mixed-use development. It is highlighted that connections to and improvement of the canal systems are important, and that new development would help to establish this.
- 2.57 The Site is identified as part of development corridor from the city centre to the Etihad Campus and become a high density mixed use area. The framework identifies that neighbourhoods immediately adjacent to the City Centre will be primarily medium and high-density in character, and will be primarily mixed residential and commercial Areas. These neighbourhoods include Ancoats, New Islington, Holt Town and Lower Medlock Valley.
- 2.58 This series of higher-density mixed-use residential neighbourhoods will extend east along the canal corridors within the Alan Turing Way intermediate ring road, acting as a natural extension of the City Centre and supporting a greater range of households and neighbourhood uses.

Ancoats and New Islington Regeneration Framework (2016)

- 2.59 Originally released in 2016, this Framework has guided the continued regeneration of the smaller area of New Islington and Ancoats within the wider context of the Eastlands Framework, described above. It covers an area to Oldham Road to the west through to the Lower Medlock Valley to the east and includes the Site toward its eastern edge.
- 2.60 A more recent update has been drafted and endorsed by Manchester City Council that relates to the Back of Ancoats, known as the Poland Street Zone, and does not relate to the Site. The overall relevant aims of the 2016 Framework are:
- 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. The quality of the wider mix of uses in the area should be carefully managed.
 - New development should exploit the area's locational advantage, contribute towards the creation of a neighbourhood that is spatially integrated and 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.
 - New development should also promote connectivity to the Ashton and Rochdale Canals. These routes should be treated as key linkages as well as a leisure and amenity resource. They should be viewed as a character feature presenting the opportunity to create a special setting for new buildings.
 - More generally, new development should contribute towards a walkable, pedestrian and cycle - friendly environment and 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. To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of "Secured by Design."
 - A sustainable development should be promoted by both by maximising its locational advantages and proximity to public transport nodes and through building design.
- 2.61 Within the 2016 Framework, the Site is designated as part of the Ashton Canal Corridor character area. The Framework states that the Ashton Canal Corridor, which runs adjacent to and through the Site, has the potential to become a more effective and sustainable location for commercial activity. It recognises

that the Site has excellent public transport links and forms part of a key connection between the Etihad Campus and the core of Manchester City Centre.

- 2.62 The Site also has a clear opportunity to provide new exceptional public realm and sense of arrival by generating the mix of small scale business / retail / leisure spaces active commercial and food and drink uses that should be encouraged around the Metrolink Station to animate the canal-side spaces. Pollard Street can support a defined frontage, but with natural breaks in form to break its intensity and mass, create visual interest and public realm, and enable connections to the Metrolink and marina.
- 2.63 In order to generate some place making objectives, the Framework recommends that meanwhile retail and leisure uses should be situated within the public realm. One priority location for more activity is proposed to be Pollard Street, where new active frontages and multiple entrances can be used to balance the lack of activity at ground floor within the Albert Mill and Vulcan Mill elevations on the southern side of the street. The creation of an active frontage shouldn't, however, prejudice existing levels of afforded residential amenity and therefore uses should be balanced to allow for this.

Piccadilly SRF (2014, 2018)

- 2.64 Manchester Piccadilly Strategic Regeneration Framework, most recently endorsed in March 2018, seeks to respond to the opportunities presented by HS2 and the Northern Hub. It is located to immediately to the south west of the Site. The arrival of HS2 and Northern Powerhouse Rail (NPR) into Manchester will be the catalyst for a 'once-in-a-century' opportunity to transform and regenerate the eastern side of the city centre.
- 2.65 It is essential that full advantage is taken of this opportunity to maximise growth benefits for the Piccadilly area, wider city and UK as a whole. Fundamental to this, is that the station is appropriately designed such that it forms a gateway to the city, seamlessly connects into the surrounding townscape, and fully integrates all transport modes.
- 2.66 The Strategic Regeneration Framework (SRF) offers a structured approach to capturing these regeneration and growth benefits. This 2018 SRF builds on the 2014 SRF, but incorporates key changes such as the realignment of HS2 and the advent of NPR, as well as strengthening the sense of place and adding detail.
- 2.67 Due to the Site's proximity to the HS2 Framework area, there is a clear positive synergy to be capitalised upon that would allow for an excellent walking route to and from Piccadilly Station and the vibrant new neighbourhoods that exist in New Islington and to be created in Piccadilly. This also includes the Portugal Street East Framework area, described below, which forms part of the overall HS2 area and is located directly opposite the Site on Great Ancoats Street.

Portugal Street East SRF (2018)

- 2.68 The Portugal Street East SRF, endorsed in 2018, supports residential and commercial development and will act as a catalyst for further investment in the Piccadilly area, with the first phase of 488 residential units granted Planning Permission in December 2019.
- 2.69 This supports residential and commercial development and will act as a catalyst for further investment in the Piccadilly area. The importance of the provision of high quality public space in the SRF has 'been identified as a key ingredient to the successful regeneration of this area', and is therefore central to the masterplan.
- 2.70 The masterplan will deliver a substantial public square ('The Green') adjacent to plots A and B. The public square will form part of a wider network of public spaces within the wider HS2 SRF area, connected by pedestrian and cycle friendly routes and an opportunity will be provided to deliver landmark taller buildings that will act as a catalyst for the regeneration of this area. The network of public spaces envisaged within the SRF is as follows:

- The Green Boulevard will be a green pedestrian route alongside the existing tram lines with a mix of soft and hard landscaping. The lower levels of the boundary plots will respect the scale of the Crusader Works and provide active frontage and potentially main entrances to activate the street scape.
- The Avenue will be a major thoroughfare with generous pavement widths and high quality hard landscaping. There is opportunity for the street to incorporate tree planting. Main building entrances will face onto this route. There is also potential for other uses such as retail or commercial units facing onto this route.
- The main public space (The Green) will be a high quality amenity for the surrounding area. A mix of hard and soft landscaping will be used. The surrounding plots are to be of a high quality and to reinforce the edge of the public space through careful consideration of mass and scale. Plots A and B are considered to be a key site for a landmark tall building of high quality with active frontage and a main entrance facing onto the public space. Within the SRF it is stated that this square 'is considered to be the public focal point for the masterplan with sympathetic soft and hard landscaping that will be designed to draw people into the space.'
- A second public space (the Square) is proposed adjacent to plots D, G and F. This is required in order to support a high density form of development within the adjoining blocks including some landmark, taller components.

2.71 It is considered that this additional greenspace provision near to the Site will aid in the creation of a wider network of greenspaces through this area of the city. New residential and commercial developments will aid in the formation of this new neighbourhood that can act as a stepping stone between the Proposed Development and higher density neighbourhoods adjacent to the new HS2 station at Piccadilly.

Mayfield SRF (2018)

2.72 The Site is within a 10 minutes' walk of the Mayfield SRF area, which was most recently endorsed by Manchester City Council's Executive Committee in 2018. It is located to the south west of the Site and Proposed Development on the opposite side of Piccadilly Station.

2.73 The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct commercially-led neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

2.74 At its heart is a new 2.6 acre park, which is due to be delivered by 2022. The Partnership has already invested in a number of temporary 'meanwhile' uses to help kick-start regeneration and facilitate economic and social activity ahead of any long term development.

2.75 Meanwhile uses include the construction of the 'Gatehouse' in 2017, providing a temporary pop-up food market, now known as Freight Island, and a four-storey timber structure to host the u+i office. Planning permission has been granted for a temporary change of use of the Depot and Temperance Street Arches to allow for a range of uses including (but not limited to) theatre, music and dance, food and drink festivals, markets and offices. The core development principles set out within the Mayfield SRF include:

- Quality of place – creating a quality environment that people want to work, live and socialize in; and,
- Place Making, Park and Public Realm – the Park is recognized as key to the character of this new neighbourhood and placemaking.
- Temporary Uses – a commitment to continue to support temporary 'meanwhile uses' to ensure the Mayfield regeneration story continues.

- 2.76 The first phase of the development is due to commence later in 2020, which will see the delivery of new commercial offices, the park and a multi-storey car park, sitting alongside the existing meanwhile uses that have developed the renewed profile of Mayfield in the city.

Strategic Context

The Greater Manchester Strategy (2017)

- 2.77 The Greater Manchester Strategy (“Our People, Our Place”) was produced the Greater Manchester Combined Authority (GMCA) and replaces the former “Stronger Together: Greater Manchester Strategy” published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:
- “A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
 - A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you’ll get it.
 - A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
 - A place where people live healthy lives and older people are valued.
 - A place at the forefront of action on climate change with clean air and a flourishing natural environment.
 - A place where all voices are heard and where, working together, we can shape our future.”

Our Manchester Strategy 2016-25

- 2.78 The Our Manchester Strategy 2016-25 was adopted by Manchester City Council 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 top flight 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.
- 2.79 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.
- 2.80 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)

- 2.81 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.
- 2.82 The vision for green and blue infrastructure in Manchester over the next ten 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.
- 2.83 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.
- 2.84 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.

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

- 2.85 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.
- 2.86 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. 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.
- 2.87 A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.
- 2.88 On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and 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.
- 2.89 Whilst not formally translated into changes to planning policy yet, it further strengthens the emerging Manchester Zero Carbon Framework. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

- 2.90 The measures include retrofitting buildings to improve energy efficiency, increasing the use of Electric Vehicle Vehicles, and seeking 100% renewable energy. Whilst this has also not been formally adopted into planning policy, it is a key consideration for future development proposals.

‘Made to Move’ Beelines Strategy (2018)

- 2.91 The Made to Move Beelines Strategy sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities.
- 2.92 The overall objective is toward encouraging sustainable, active modes of transport as the primary choice for residents and visitors in the city. In addition, it sets out to provide 1400 new crossings that again remove physical barriers dividing communities, and provide safer walking routes through the city. Much of these changes are to be primarily community led.
- 2.93 The strategy addresses problems with connectivity, air quality, and propensity for cycling in addition to supporting other alternative modes of transport to reducing commuter parking in the area. It also presents the possibility to deliver new temporary street improvements to trail new schemes for local communities, and public realm improvements with walking and cycling routes integrated.
- 2.94 There are two of these new ‘beelines’ with funding planned in the Northern Quarter, nearby the Site.
- 2.95 In the January 2020 investment plan for Beelines, a route was announced that will run nearby to the Site, through the Northern Quarter along Thomas Street, linking Piccadilly to Victoria (proposed for February 2022)

Revised City Centre Transport Strategy (2020)

- 2.96 Manchester City Council is also in the process of reviewing their City Centre Transport Strategy (CCTS) 2010, which is expected to establish an ambitious target for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040. This would equate to one million more sustainable journeys per day.
- 2.97 To achieve it will be necessary to consider City Centre streets, highways and transport networks in a new way to identify how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, and consider how to best make use of highly valuable city centre space, whilst ensuring the City Centre continues to thrive as the hub for economic growth. Seven ambitions to improve city centre travel are outlined:
- The city centre is more attractive for walking.
 - The city centre is cleaner and less congested.
 - More people choose to cycle to destinations within the city centre.
 - The city centre benefits from better public transport connections.
 - Parking is smarter and integrated with other modes.
 - Goods are moved and delivered sustainably and efficiently to and within the city centre.
 - Innovation is embraced where it benefits the city centre and its users.
- 2.98 Whilst the Strategy as a whole has implications for the Site and the wider city centre, specific measures are proposed to improve the integration of canal towpaths in New Islington to ensure wider connectivity, link into the nearby planned Bee Network, and would see significant improvements to Great Ancoats Street. Consultation on the published draft CCTS, which runs until the 04 November 2020.

Contribution to the Economic, Planning and Regeneration Context

- 2.99 Manchester continues to be one of the fastest growing cities in Europe. By 2025, it is expected that over 600,000 people will be living and working in the city. Alongside the population increase the City’s buoyant economic growth has been underpinned by a shift from its traditional manufacturing and industrial role toward a service-based, high growth economy.

- 2.100 Planning policy and strategic regeneration initiatives at all levels seek to respond to these trends and unlock the hidden potential within the City. There is a shared consensus that economic growth is closely tied to the ability to attract and retain the most talented individuals, as well as providing better opportunities for the local population to create a more equitable society and city region.
- 2.101 It is understood at all levels that for Manchester, efforts should be focused on improving the attractiveness of the City as a place to live, study, work, invest and do business. There has been demonstrable success in this regard in recent years, which Manchester demonstrating an ability to attract people through higher education and retain them through the quality of life, culture, and employment opportunities presented by the city. As such, there are a range of organisations and government departments that are looking to ‘north shore’, as well as growth in the entrepreneurial and enterprise sectors of the economy.
- 2.102 The Proposed Development contributes to Manchester City Council’s economic, regeneration and strategic objectives through a number of different factors at a variety of different scales, summarised as follows:
- As set out in the Ancoats and New Islington NDF, the Eastlands Regeneration Framework and other supportive regeneration frameworks nearby, the Site can create a new business location, and establish another fantastic neighbourhood amenity; supporting higher density forms of development adjoining this key public transport destination contributing to the creation of a real sense of place in this locality. The Proposed Development, as described in detail in Section 4 of this Statement, will deliver a truly unique scheme that will foster a new and emerging business community and support vibrancy of the local area – cognisant of the Site’s key location between the City Centre and the Eastlands Framework area.
 - The new public realm delivered by the development will seek to create a variety of high quality, accessible open spaces to enhance the character of the Site and deliver long term social benefits for the area. The scheme will provide sport facilities and playgrounds, encouraging activity in all ages, in addition to encouraging active modes of transport through provision of improved walking and cycling routes linking with the rest of the city. The ongoing co-creation of elements of the public realm and meanwhile uses, as well as offering space for the local community to use free of charge, will maximise the social benefits of the scheme for local residents.
 - £83m construction cost providing a temporary economic uplift supporting an estimated 781 construction jobs, and a further 510 induced jobs and 195 indirect jobs. Creating GVA totalling circa. £112m through the direct, indirect and induced impact of the construction phase. This will provide a timely boost to the economy, supporting the economic recovery in Manchester following the COVID-19 pandemic.
 - The Proposed Development will help to kick start economic recovery in the city following the Covid-19 outbreak and cater for the anticipated growth in demand in the SME and start up business community, which has a strong presence in the local area and is seen as a key growth sector for the City overall. It will deliver over 46,000 sq. m. (GEA) of new commercial floorspace with a variety of ground floor uses to provide further vitality and vibrancy to the local area. It has the potential to offer between 2,700 and 3,400 new full time jobs for the city once operational, beyond the construction jobs that will be created during the delivery phase. The significant number of jobs will generate GVA of around £166.7m and wages of £86.7m each year. The focus for all employment generation is to target the local available labour sources, which will improve quality and amount of opportunities for disadvantaged nearby areas and spark a real catalyst for generating employment, training and skills.
 - A considerable proportion of wages generated locally will also be spent locally, due to Manchester’s growing population, particularly in New Islington, Ancoats and the city centre. Each year £16.5m of national insurance and income tax will be contributed to the public purse, while business rates from the spaces will generate £3.0m a year - £30.12m over ten years of operation. As above, the majority of these improvements will be targeted to people living within the local area and east

Manchester overall to support the Manchester Strategy – Our Manchester, the Greater Manchester Strategy.

- The scheme's proposed public realm will provide benefits with regard to green and blue infrastructure by promoting on site sustainable drainage systems, better connections between the open space and the Ashton Canal. It will deliver significant ecological benefits through habitat creation, tree planting and soft landscaping within a diverse landscape, resulting in a 30% improvement in biodiversity against the current site. This will seek to connect into wider existing and proposed public spaces that create a network of high quality and varied outdoor spaces within the local community, aligning with the various Strategic Frameworks of relevance to the Site.
- To create further social benefits to the Proposed Development, in line with the Greater Manchester Strategy, General Projects will make available meeting and seminar space for community events, including weekend use, supporting local networks and targeted initiatives that will work with and support a small group of local/targeted initiatives, and promote within the business community. Open days, mentoring opportunities in local schools, volunteer hours, CV advice, apprenticeships, internships, seminars for Higher Education Institutions and mock interviews will all be promoted by General Projects through the scheme tenants. General Projects will also provide 25 free work stations annually for new self-employed and micro start-ups. This will generate the equivalent of £1.57m each year in social value activities.
- In order to align with recent developments on a national, regional and local level in response to the growing threat of climate change for the planet, the Proposed Development seeks to deliver a Zero Carbon scheme as per the Green Building Council's definition. The scheme has been subject to rigorous testing and review from Max Fordham to not only comply with Planning Policy (EN4 and EN6 – see section 6 of this Statement), but to go much further beyond it. The Proposed Development supports a Whole Life Carbon approach to the design, which includes modelling the embodied and operational carbon for the scheme and it will address targets set out in 2025 and 2030 targets of the RIBA 2030 Challenge and will minimise actual 'Operational' Carbon. Physically, the scheme will see a net increase in biodiversity on-site by 10%, extensive cycling facilities and excellent public transport links. Sustainable urban drainage systems are also being pursued by the development, subject to agreement with the Canal and River Trust.

2.103 In addition to the above summary of the scheme's clear and positive contribution to wider economic, regeneration and strategic context asset out in this Section, full details of the measures to maximise the benefits of the scheme are set out within the Community Wealth Partnership prepared by General Projects and submitted with this application.

3. Site Description

The Site comprises approximately 4.97 acres in size, located adjacent to Great Ancoats Street, Pollard Street and the Ashton Canal in New Islington, Manchester. The Site boundary extends to the street frontage of these roads and is centred on the New Islington Metrolink stop.

Site History

- 3.1 The Site remained undeveloped until the very beginning of the 19th century. Maps from the 18th century show that this site sat across four fields (prior to the Ashton Canal cutting through this area), and was in the ownership of a nearby Grammar School. The road that is now Pollard Street was laid out and constructed during the late 18th Century, while the Ashton Canal was built in 1792.
- 3.2 Alongside the rest of Ancoats, the Site has had primarily industrial uses throughout the 19th and 20th centuries - the two most prominent developments which defined the site for the majority of the following two centuries were the Pollard Street Mill, and the Soho Foundry. By 1922, like much of Ancoats, the site was densely developed, typifying the intense industrial development that had occurred over the last c. 150 years. Full details of the Site's past are contained in the Heritage Statement submitted with this Application.

Recent History

- 3.3 The Site has been included within various Frameworks since 1999 associated with the regeneration of Eastlands. More recently endorsed (2011 and 2017) SRFs for the area support development in this location by stating the new Metrolink stops can attract and support substantial investment, particularly through employment-generating uses.
- 3.4 Due to the increasing comprehensive nature of the Metrolink network, the extension can attract new residents who will now be able to access a greater range of employment opportunities throughout the region. This proposal therefore seeks to build on the opportunities presented by the opening of the Metrolink in 2013, providing excellent connections in to Manchester Piccadilly Station and the heart of the City Centre, as well as out to East Manchester.
- 3.5 General Projects has successfully acquired the Site on a long term leasehold basis from Manchester City Council, with a view to bringing the Site forward in line with the local development plan, national planning policy and the ambitions of the Strategic Frameworks (as summarised in Section 2 of this Statement). The development will comprise an office-led development for a range of enterprises, in addition to the delivery of new public realm and connections to adjacent areas.

Planning History

- 3.6 The planning history for the Site has been reviewed and there is nothing of relevance to the Proposed Development. A list of cumulative developments have been provided to all consultants in order to ensure consistency between technical reports and their methodology for assessment.

Surrounding Uses

- 3.7 As noted in detail in Section 2, the Site has been included within various Frameworks since 1999 associated with the regeneration of Eastlands. The Site is within and surrounded by neighbourhoods immediately adjacent to the City Centre are medium and high-density in character and varied in their use, with residential and workspace developments supported by a range of ground floor active leisure and retail uses. These neighbourhoods include Ancoats, New Islington, Holt Town and Lower Medlock Valley.
- 3.8 While the Site itself has sat undeveloped, the surrounding area is relatively densely built up, with surrounding buildings generally 5 storeys or taller. These generally open directly onto the street, while some residential properties have private shared outdoor space, such as Albion Works and Milliners Wharf.
- 3.9 This series of higher-density mixed-use residential neighbourhoods extend east along the canal corridors within the Alan Turing Way intermediate ring road, acting as a natural extension of the city centre and supporting a greater range of households and neighbourhood uses. As such, this has developed the Site surrounds into an area with a mix of converted warehouses mixed with newer, more contemporary style commercial and residential developments.
- 3.10 Pollard Yard, which has established a SME workspace hub on Pollard Street East reflects the growth of enterprise in the immediate New Islington neighbourhood. This development comprises smaller container units, which provide spaces for smaller creative firms, start-ups and SMEs, the property management firm 'Meanwhile Creative' having similarly acknowledged this gap in the market. This offers potential for this area of Manchester to become a new hub of innovation, further promoting Manchester at the heart of the emerging technological and creative market.
- 3.11 Further east, there is significant development around the Etihad Campus, most significantly a proposal for a new entertainment arena, which was granted Planning Permission in September 2020.

Site Description

- 3.12 The remaining parts of this section sets out the current qualities of the Site including access and transport, ecology, flood risk and other environmental 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.

Access and Transport

- 3.13 The Site benefits from a high level of pedestrian and vehicular accessibility, and offers exceptional linkages to a variety of multi-modal public transport connections. The Site is bisected by a Metrolink tramline, and is well served by tram and Bus Services to other parts of the city and further afield.
- 3.14 It is easily accessible for pedestrians and cyclists, and is readily accessible for vehicles being in close proximity to the Ring Road. A full audit of the Site's connectivity by all modes of transport are provided in the Transport Statement prepared by Civic Engineers and the main points from this assessment are provided in the subheadings below.

Cycle Routes

- 3.15 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. There are a number of designated cycle routes and facilities in the area. Given the 'edge of city centre' location of the building, pedestrian accessibility to the surrounding area is very good.
- 3.16 This includes regional cycle network 86 which runs along the Ashton Canal, following the River Medlock from the eastern edge of the city centre, near Piccadilly, through Phillips Park and Clayton Vale. To the north of the site national cycle route network 66 can be reached via Old Mill Street which runs from central Manchester to Spurn Head via Bradford, Leeds, York and Hull.

- 3.17 Further afield, national cycle network route 60 can be accessed via Alan Turing Way which runs between the north and east of Manchester, with its southern most segment forming part of the Fallowfield Loopline. Cycle parking is provided at New Islington Metrolink station in the form of 5 cycle stands providing parking for 10 bicycles. No other cycle parking is provided within the existing site boundary.

Pedestrian Routes

- 3.18 Existing pedestrian links are present around the Site which leads to the primary routes towards the centre of Manchester along Great Ancoats Street and the Ashton Canal. The site is located on the edge of Manchester city centre which can be reached in less than 20 minutes with key local amenities within a short walk of the site.
- 3.19 Most of the streets within the vicinity of the sites have footways on both sides enabling the site and an array of local amenities to be easily accessible by foot. An audit of the main walking routes out of the site to access local amenities are described in the Transport Assessment prepared by Civic Engineers.

Metrolink Network

- 3.20 Manchester Metrolink services are also highly accessible from the Site, with the nearest stop being located within the site itself. New Islington Metrolink tram stop is located centrally within the site (although outside of the site boundary). The stop is served by Metrolink services towards Ashton-under-Lyne to the east (East Manchester line) and Eccles via Media City to the north west of the site (Eccles Line).
- 3.21 New Islington is a three minute journey away from the Piccadilly Station Metrolink station, which provides regular services to Altrincham-Bury Line, Bury-Piccadilly Line and South Manchester-Oldham Line. The Site is therefore considered to be one of the most highly accessible sites on the Metrolink network.

Rail

- 3.22 Services to destinations across the UK are accessible from Manchester Victoria and Manchester Piccadilly train stations which are 620m and 710m from the site respectively. Both offer regular services both throughout Greater Manchester, and beyond to cities across the UK.
- 3.23 Manchester Piccadilly is the nearest train station to the site, located 14 minute (1.1km) to the south west of the site. The station is one of three train stations located in the centre of Manchester, with Piccadilly the principal station for Manchester.
- 3.24 The station is served by six train operating companies, Northern, Transport for Wales, CrossCountry, East Midlands Railway, TransPennine Express and Avanti West Coast. 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.
- 3.25 There are also 43 cycle parking spaces provided which are accessed via Fairfield Street, Ducie Street, 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

- 3.26 The Site is well served by existing bus services with a total of 33 two-directional peak hour buses serving the nearest stops in the peak period.
- 3.27 The Pollard Street stops are served by one service (216) which is a Stagecoach service running between Ashton-under-Lyne and Piccadilly Gardens (Manchester city centre). Both the Old Mill stops are also served by the 216 service and also the 230 and 231 service both of which also run between Ashton-under-Lyne and Piccadilly Gardens and are run by Stagecoach.

- 3.28 Further afield, Piccadilly Gardens (a 16 minute walk / 1.3km from the site) is the main bus interchange in Manchester city centre alongside Shudehill Interchange (an 18 minute walk / 1.4km from the site) where both bus and coach services can be reached.

Highway Network

- 3.29 To the east of the site, Pollard Street (A662) runs east-west providing onward connections to Alan Turing Way (A6010) to the east of the site and Great Ancoats Street (A665) to the west of the Site.
- 3.30 For the section of the A662 known as Merrill Street, for approximately 250m the carriageway is shared between vehicles and Metrolink trams as part of the East Manchester Link. For this section of highway, the footways adjacent to the carriageway are shared pedestrian/cycle footways. The road is single carriageway in both directions with an average width adjacent to the site of approximately 7m wide. Street lighting is provided along the carriageway, with lights located behind the footway and the speed limit along the extent of the link is 30mph.
- 3.31 Great Ancoats Street (A665) forms part of Manchester's inner ring road, forming a circular route around the city centre. Great Ancoats Street (A665) is located to the south west of the site providing onward connections toward Manchester City Centre, A56 and A6 to the north and towards A57 and M60 to the south. The road is a dual carriageway and is subject to a 30mph speed limit.
- 3.32 There are two off-street car parks located on Pollard Street within the site boundary. These pay and display car parks provide a total of 80 car parking spaces and none specifically for blue badge holders. There are 31 off-street car parks within a 10 and 15 minute walk of the Site, which indicates that there are around 2,500 spaces within a 10-minute walk, and around 5,000 spaces within a 15-minute walk.

Flood Risk

- 3.33 According to the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 and is located in the Critical Drainage Area, so sustainable drainage will be required as part of the proposals.
- 3.34 The Site is also identified as a moderate GMCA ecosystem improvement opportunity, which means that the site has potential for improving its natural capital. City of Trees has also identified the site as a tree planting opportunity, so this has been carefully considered for the public realm in terms of greening the Site.

Air Quality

- 3.35 The Site is located partially within an Air Quality Management Area, which means that any future development should seek to improve air quality conditions on site and on the surrounding network as much as is reasonably and practicably possible, including tree planting and reducing the reliance on the car.
- 3.36 With regard to recorded measurements of air quality around the Site, monitored concentrations within the vicinity of the Site exceeded the annual mean air quality objective for NO₂ of 40µg.m⁻³ at all monitoring locations with the exception of Rochdale Road. Monitoring concentrations of PM₁₀ and PM_{2.5} at the Site were well below the annual mean PM₁₀ and PM_{2.5} air quality objective of 40µg.m⁻³ between 2015 and 2019.

Ecology

- 3.37 The Site is located within Manchester in an urban environment and enclosed by existing residential and commercial land uses. The habitats on Site comprise scattered trees, scrub, occasional tall ruderal, and amenity grassland habitats including areas of hard standing. In summary:
- There are no section 41 habitats listed on the inventory on the site or adjacent to the site boundaries.

- There are numerous areas of listed woodland within the. The closest area of listed woodland is 400m east of site which connects to other listed woodland extending to 600m from site.
- There is wood pasture and parkland habitat located 1500m to the east of site adjacent to the Clayton LNR site.
- Open Mosaic Habitat (Draft) on previously developed land is present within 500m, particularly to the north but does not cover site.
- The Site area is covered by the countryside stewardship priority area for lapwing.
- There are no important Bird Areas, Seabird considerations, or water and wetland considerations in respect of avian species.
- The closest granted European Protected Species (EPS) license application by Natural England was for bat species approximately 450m east of site for common pipistrelle species. Four other EPS licenses are within 1km, all for bat species.

3.38 The Site currently has a biodiversity score of 3.37, due to its existing qualities as amenity grassland, existing tree cover and waterside location. A full summary of how the proposals seek to support and enhance the Site's ecological context is set out in Section 6.

Heritage

3.39 The Site is not located within a Conservation Area and the nearest Conservation Area is Ancoats, which is located c.500m to the north west of the Site. Within 250m of the Site boundary (see Figure 3), there are 10 listed buildings or structures as follows:

- Ashton Canal Lock Number 1 Immediately East of Great Ancoats Street - Grade: II (List Entry Number: 1197829)
- Ashton Canal Towpath Bridge over Junction with Islington Branch Canal West Of Lock Number 2 - Grade: II (List Entry Number: 1197830)
- Ashton Canal Lock Number 2 off south end of Vesta Street - Grade: II (List Entry Number: 1207654)
- Ashton Canal Lock Number 3 on South Side of Ancoats Hospital - Grade: II (List Entry Number: 1283048)
- Bridge Number 4 over Ashton Canal - Grade: II (List Entry Number: 1197777)
- Ashton Canal Lock Keepers Cottage beside Lock Number 2 at Islington Branch Junction Basin - Grade: II (List Entry Number: 1279636)
- Ardwick and Ancoats Hospital - Grade: II (List Entry Number: 1283019)
- Former Church of All Souls - Grade: II (List Entry Number: 1200825)
- Crusader Works - Grade: II (List Entry Number: 1293172)
- Cooperative Warehouse - Grade: II (List Entry Number: 1247018)

3.40 There are also potential below ground archaeological remains on site, which merit further investigation. 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 Deloitte Real Estate and Salford Archaeology respectively, and submitted with this Application.

Ground Conditions

- 3.41 The Site is within an area of Manchester with an extensive industrial heritage and the Site itself has been occupied by a saw mill, chemical works, iron works, a corporation yard and various other smaller industries. Two canal basins were also present spanning the site from north to south historically, but these have since been infilled.
- 3.42 The Site currently comprises landscaped grassed areas adjacent to the New Islington Metrolink station and tracks. The tramline runs south west to north east that dissects the Site before entering into a tunnel beneath Great Ancoats Road in the western end of the Site.
- 3.43 These contaminants may pose a risk to site users (via dermal contact, inhalation pathways and explosion), controlled waters (via migration through permeable strata and preferential pathways), buildings and structures (direct contact and explosion), water pipes (direct contact) and flora (root uptake).
- 3.44 This desktop study has identified further investigation and precautions that need to be taken with regard to redevelopment of the site to ensure that contaminants are not spread through pathways. A Phase 2 intrusive survey should be carried out across the site to investigate the identified potential pollutant linkages further.
- 3.45 The scope of the Phase 2 Investigation is provided in the form of a Phase 2 Scoping Note prepared by Civic Engineers that identifies area where further investigation is required in order to clarify the exact amount of remediation required for the Proposed Development and particularly with regard to drainage and public realm areas.

4. Development Proposals

- 4.1 This 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 Hawkins Brown and Planit-IE.
- 4.2 The vision for Pollard Street is to deliver a collective – a highly sustainable commercial-led development that will serve as unique and befitting economic hub for New Islington and the connection between Manchester City Centre and the Eastlands Regeneration area. The five new buildings included within the Proposed Development will be embedded within a significantly improved public realm, which will become a hub for up to 2,400 new employees once operational and provide a range of spaces for use by the local community both internally and externally.
- 4.3 The office spaces on the ground and upper floors of the Proposed Development will become a hive of creative activity and enterprise that is architecturally expressed in various guises across the collective. The ground and mezzanine floors of the development, particularly on key frontages facing new areas of public realm, will offer interaction with the public realm through their commercial function and openness in their architectural design. The space will be activated in the daytime through those working from home nearby and the employees coming to Site to work, whilst the local residential population will generally activate the space in evenings and weekends.
- 4.4 Within the external spaces of the Site, the Proposed Development seeks to capitalise on its existing assets. It will form a more positive, socially and ecologically beneficial relationship with the Ashton Canal, helping to celebrate the functional canal locks and frame key views to heritage assets. The main public square will create a visionary destination space for the Metrolink stop and take advantage of the Collective's highly sustainable location.

Description of Development

- 4.5 The description of the development as stated in the Planning Application Form is as follows:

Full Planning Permission for the erection of five office buildings and new public realm comprising: 3 no. eight storey mixed use buildings (Buildings A, D and E) comprising workspace (Use Class E) with flexible uses at ground floor (Use Class E); and / or Sui Generis (theatre / bar), with rooftop multi use amenity area proposed on Building A, and 2 no. five storey mixed use buildings (Buildings B and C) comprising workspace (Use Class E) with flexible uses at ground floor (Use Class E); and / or Sui Generis (bar / theatre); together with cycle parking, waste storage, back of house, rooftop plant and external amenity spaces, new public realm, highways' works, pedestrian and cycle routes, engineering and infrastructure works; and other associated works.

Application Phasing

- 4.6 In order to minimise disruption during the construction period, the Proposed Development is to come forward in a single phase, with public realm delivered shortly after the completion of each Building. Currently, Building E is located on land that has the option of being used for a Metrolink turning location once the works to HS2 commence. Therefore, phasing is included in order to allow for flexibility, subject to an alternative location for this to be found.
- 4.7 Whilst the completed scheme will be of a high quality, areas of the external spaces will continue to evolve over time as they are co-designed with the community to satisfy local needs. This is set out further in the landscaping section of the DAS, setting out how each area of landscaping will be delivered alongside each building.

- 4.8 In order to assist with placemaking objectives for the Proposed Development, the application includes the provision of a temporary pavilion located on the south west corner of Great Ancoats Street and Pollard Street. The use, design and form of this structure is to be developed subject to determination and the details will be secured by way of condition prior to development commencing. The intention is for this space to be co-designed with members of the local community.
- 4.9 Once the five office buildings comprising the Proposed Development have been delivered, the temporary structure will be removed, relocated or reused elsewhere and this portion of the Site will come forward as permanent landscaping. The permanent solution for the Site is identified in the Design and Access (Landscaping section) submitted with this Application.

Use and Amount

- 4.10 The Proposed Development across the five buildings would include the following quantum of development:

Use Class	Function	Amount (sq. m. GEA)
Class E	Total	47,078 sq. m.
	Workspaces	Over 39,208 sq. m. (all upper floors)
	Ground floor flexible commercial: Retail / Restaurant / Café / Gym / Maker's spaces / Crèche / Medical or Health Services /	Up to 7,770 sq. m. (ground / mezzanine floors only)
Sui Generis	Theatre or Bar	Up to 1,770 sq. m. of the above ground floor flexible commercial space.

- 4.11 The overall building areas are summarised as follows:

- Building A: 7,747 sq. m. (GEA) across 8 floors
- Building B: 6,652 sq. m. (GEA) across 5 floors
- Building C: 11,642 sq. m. (GEA) across 5 floors
- Building D: 11,129 sq. m. (GEA) across 8 floors
- Building E: 9,808 sq. m. (GEA) across 8 floors

- 4.12 The Site Boundary is approximately 4.97 acres. The building footprints occupy 1.92 acres of the overall Site area, with over 2 acres comprising open space and new public realm. Of the total open space, over 1.5 acres will comprise soft landscaping including grassed, wildflowers, native hedgerow and similarly greened areas. The remaining areas and spaces around buildings will be harder landscapes including new street frontages, seating areas, and paths in and around the Site and facilitate accessibility and the more functional areas of the open space within the wider site.

- 4.13 With regard to planting, the Proposed Development will see the replanting of 17 of the total 26 trees on site currently, with a further 55 trees planted throughout the public realm through the Proposed

Development. The new public realm will also provide a new relationship between the landscape and 306m of canal frontage in the form of a new linear canal side walk ranging from between 5m and 16m wide, with an average width of circa 10m. The intention is for the detailed design and use of these spaces to develop in consultation with the community over time, including opportunities for activity such as floating cinemas, habitat reed beds and play spaces for children.

Site Layout

- 4.14 The Site is over 300m long and between 60m and 75m wide, rectangular in shape and is bisected by the Metrolink line and associated infrastructure. As a result, the layout of the Proposed Development is required to respond through long elegant building forms that hug the Metrolink in order to maximise the amount of public space around the perimeter of the Site.
- 4.15 It comprises 5 buildings in total (A-E) and the public realm offers three main areas: Central Green; Canalside Walk (east and west); and, Foundry Green. The aesthetics and function of the buildings, in addition to details of the public realm, are described later in this Section.
- 4.16 With regard to the longer frontages to the Site, the layout seeks to capitalise on its adjacency to the Ashton Canal by creating new public realm that supports the active building frontages of Buildings A, B and D, whilst creating the space to step down toward the water's edge. This helps to define the new linear canal side walk that works hard to serve as functional route, a place to relax and spend time, and offer spaces for activity like outdoor cinemas.
- 4.17 The canal side walk helps to celebrate the Site's heritage through the retention of the Soho Foundry Wall and offering views to through the main square toward the Albion Works Mill Chimney. It also includes quieter and secluded areas, including Foundry Green located between Buildings A and B and spaces between the Soho Foundry wall and canal edge.
- 4.18 Similarly, Pollard Street seeks to create a frontage that responds positively to the long and quieter frontages of Albion and Vulcan Works through Buildings B and E; with large glazed apertures, opportunities for cafes, restaurants and entrances to new office and double height workspaces. Functional, balanced streets provide a positive and active relationship with the ground floor of the Proposed Development whilst providing spaces for accessible parking, servicing and deliveries on Pollard Street.
- 4.19 On the shorter frontages of the Site, the Proposed Development seeks to create an address and respond to the surrounding context on Great Ancoats Street, with Building B (5 storeys) stepping up toward Building A (8 storeys). Great Ancoats Street also provides a servicing bay for Building A in terms of function. Tree, hedge and wildflower planting will help to soften this edge and create a more pleasant pedestrian environment, whilst offering added benefits with regard to air pollution and ecology.
- 4.20 Located within the middle of the Site is the Central Green, which comprises the meeting point of Buildings B, C, D and E, as well as the Metrolink stop. It seeks to create a high quality destination space for the transport infrastructure and the four buildings, which is overlooked by gantries, balconies and double height active frontages.
- 4.21 This space also seeks to address the servicing requirements for the Metrolink and those of the building, with hard surfaces allowing infrequent deliveries and collections to take place in addition to maintenance vehicles. The design of the space has been discussed with TfGM to ensure that the Metrolink link can operate safely with pedestrians and occasional vehicles crossing this space.

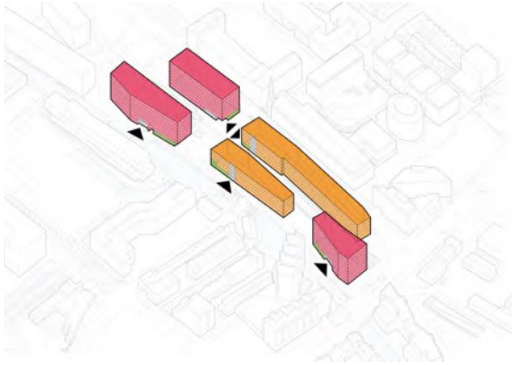


Figure 3 – site layout with active ground floor frontages highlighted at key locations.

Scale and Massing

- 4.22 The scale and massing of the Proposed Development has been informed by the surrounding existing and development context. Buildings seek to mitigate the change in heights between the residential buildings to the northern side of the canal and historic mill buildings to the south of the site.

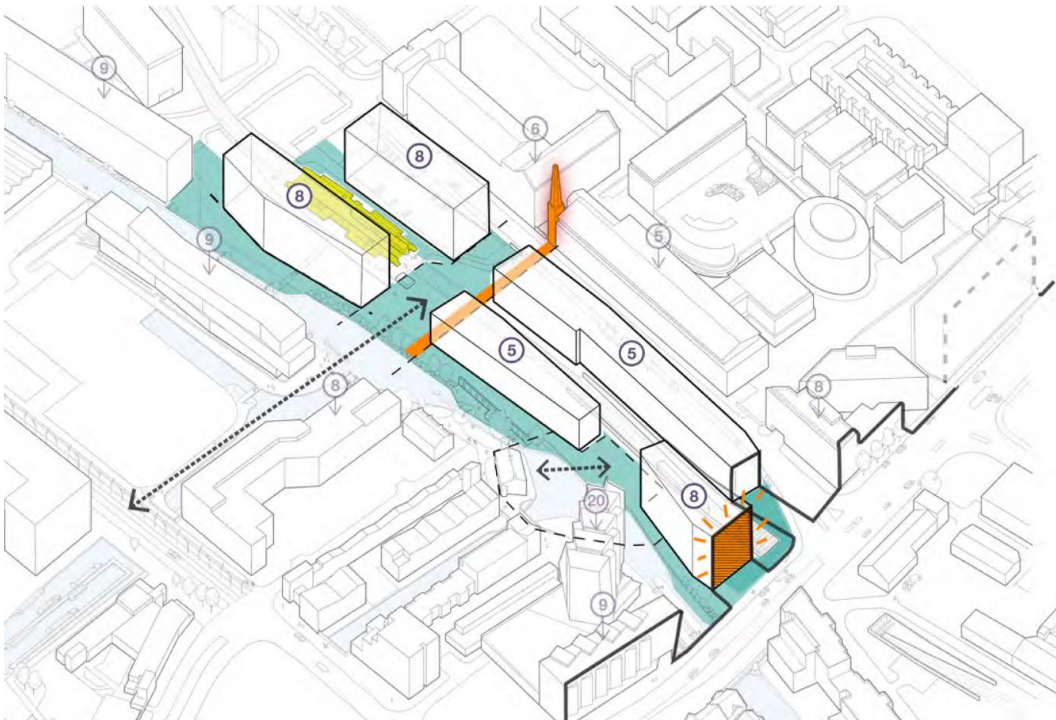


Figure 4 - Site scale and massing context

- 4.23 The massing rises to the bookends of the Proposed Development towards Great Ancoats Street and Milliners Wharf to maintain the building heights established in urban landscape. These taller buildings (Buildings A, D and E) house the more established tenants, whilst the other two lower rise sister buildings (Buildings B and C) are proposed house start-ups and SMEs.
- 4.24 Their differing scale and design not only positively respond to their surrounding context, but also helps the two building typologies achieve different price points that will be appealing to a range of different types of occupier. Adopting two building typologies that adopt a consistent datum helps to create a common language between the buildings whilst allowing their function to be identified by their appearance and external treatments.

- 4.25 In order to respond to the buildings' scale and massing, they are clearly delineated by the base, middle and crown, whilst breaking up the longer frontages through external structural steel bracing and punctuated apertures at ground level. The intention is to further add to the dynamism of the external façade through utilising the steel structural supports to facilitate climbers.
- 4.26 Overall, over 3/5th of the Site is delivered as new public realm totalling over 3 acres. The scale of the canalside walk is approximately the same scale as First Street Square adjacent to HOME, whilst the Central Green is larger than both Sadler's Yard and Cutting Room Square. All three are fantastic examples of public realm that have been used as a benchmark for the quality of the public space to be delivered by the Proposed Development.

Materiality and Appearance

- 4.27 The design is focussed on the concept of both unification and definition. Overall, the building types are unified in their materiality and colour scheme, with a celebration of modern industrialism and building rhythm of base, middle and crown. All five building plots are unified in their collective sense of character and architectural language.
- 4.28 In terms of definition, the two building types (A, D and E / B and C – shown below) adopt a variety of architectural features such as expressed structural steel grid, façade textures and glazed apertures. All deliver a clearly identified base, middle and crown, but choose to express these elements in a variety of different ways across the two building types. Metal cladding is proposed as a base material and features the use of different finishes, perforations and profiles to achieve texture, depth, relief and interest to the building elevations.

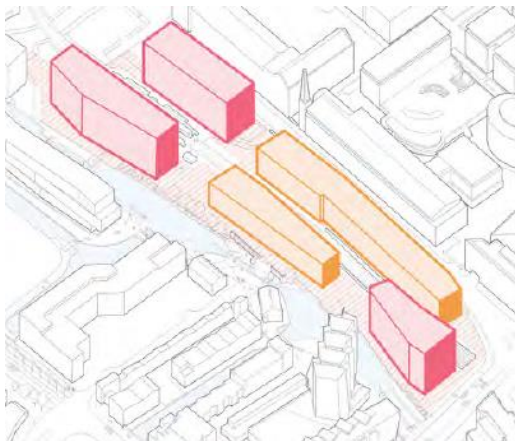


Figure 5 - Buildings A, D and E (Pink) and Buildings B and C (Orange).

Architectural expression

- 4.29 Collectively, an approach has been developed to express a modern industrial aesthetic, which is a re-interpretation of the historic Mill Buildings vernacular previously found on the Site and 20th century of industrial building typologies. This approach is achieved through an honest expression of internal uses in the façade: use of infills within the clear facade grid; an expression of external amenities (e.g. gantries / staircases); and, varied size & scale of apertures within the elevations.
- 4.30 Buildings B and C will adopt an expressed external steel structure that sits over a metal cladding material with punctuated apertures created by windows and ground floor entrances to identify individual tenants. Building C utilises the external steel beams to create a series of gantry levels, with Building B seeking to create recessed balconies within reveals in the façade on upper levels. Both buildings (B and C) also seek to address key frontages with double height glazing and the external structure seeks to work in a complementary manner to create grand corner addresses and frame views into active internal mezzanines.

- 4.31 Whilst still being unified with Buildings B and C through their metallic materiality, Buildings A, D and E adopt an internal structural to create a flush building envelope. This metal wrap envelope comprises different textures and finishes to the metal to create a legible external form that delivers an honesty about the inner workings of the buildings; with window reveals sitting solidly at desk height on upper levels and horizontal banding to identify floorplates. The use of double height ground floors seeks to again celebrate the sense of address for the buildings to key parts of the public realm.

Use of colour

- 4.32 A range of colour concepts are outlined in Design and Access Statement (Section 4.8) and identifies several opportunities for further colour development during later stages of design. The colour palette overall seeks to adopt references from surrounding mills and the use of highlight colours in nearby historic conversions and new developments. This direct reference to the Site's surrounding context plays out in different forms between the two building types, whilst creating a common language between them.
- 4.33 For example, drawing inspiration from the historic mill building bordering the Site on Pollard Street, a palette of blushes and reds would reflect the tones of the brickwork with highlights of cobalt blue that echoes the colour of the windows and architectural metalwork. To celebrate the context of the canal-side setting, another palette of greens from deep rich evergreens to lighter pistachio these are enlivened by highlight colours of lime and cornflower blue could be adopted. Further examples are set out in the Design and Access Statement (Section 4.9).
- 4.34 Whilst the colours will likely be similar to those shown in supporting drawings and CGIs and set out above, this palette will need to be tested materially. The material characteristics of the façade cladding and use of texture will affect how even subtle changes in colour are perceived due to the reflectivity or relief of the material. Large scale samples of the material will be used to ensure that colours will accurately be perceived on the façade, which will be developed through close working with the Local Planning Authority and allow for approval of the final finish to be secured by way of condition.

Public realm

- 4.35 The landscape proposals strike a balance between creating an aesthetically beautiful place and functional setting for modern industry. It seeks to take into account the desires and needs of the local community, the significance of existing site features and the opportunities they offer to create a cohesive design.
- 4.36 The vision for "maximum green - minimum impact" is one which gives the Proposed Development a clear intent and a strong character as a landmark destination and stays true throughout the design. Overall, the Proposed Development will see the planting of 59 new trees and the replanting of 17 trees retained on Site, with wild flowering areas and grassed amenity lawns to maximise the ecological benefits and green aesthetic.
- 4.37 Within the greenery, spaces have been shaped that create opportunities for play, work, dwell or just passing by, and are flexible enough to adapt for the unknown. The canal is opened up to become an attractive edge to the Site, opening up views beyond. The landscaping for the Proposed Development has been broken down into character areas, which contribute to the legibility and identity of the overall Site. These are as follows:
- **Central Green:** lies at the heart of the public realm and will be the main arrival point for many users due to its proximity to various public transport assets such as the Metrolink stop, a relocated bus stop, a newly proposed cycle route on Pollard Street and connections from the canal footbridge. The Green will accommodate several layers of activity such as dwell space, food and beverage spill-out areas, playgrounds, flexible event space and occasional servicing. The heart of the Green is split into two key spaces, separated by the Metrolink tracks, each with their own character.
 - **The Foundry Green:** a diverse space with the potential to occupy a range of activities including dwell space, space for play and space for those just passing by. Its extent stretches from between

Buildings A and B up to the historic Soho Foundry Wall. The Soho Foundry Wall is an exciting historic feature and has a strong relationship with the canal and Building B which both run in parallel to it. The design approach to this space is focused around the arched window reveals that create a rhythm and a sense of formality. It is proposed that a number of existing Lime trees currently located along Pollard Street are relocated into The Foundry Green. The detailed nature of this space is to be developed in collaboration with the local community during the next stage of the design.

- **Canal Walk East:** The linear space which runs alongside the canal, north of the buildings is an important transit route for pedestrians, connecting Great Ancoats Street to the south with the footbridge across to New Islington Marina in the centre and north to Munday Street. The Canal Walk opens up great views across the water towards New Islington and towards the urban grain of city centre skyline providing an important gateway into Manchester. The design intention is to create a verdant pedestrian route which is both direct - for commuters, and also pleasurable - for the more unhurried users.
- **Great Ancoats Street and Canal Walk West:** taking on a slightly different character to the east section and adjoining directly onto Great Ancoats Street, the experience of this space will be somewhat busier and a less desirable space to dwell, therefore it is designed as a more flowing transitional space, which blends seamlessly into the Foundry Green.
- **Pollard Street:** planting helps to soften the streetscape while retaining walls are utilised as informal seating edges for spill-out from the buildings during lunch hours or for a coffee break. Some proposed street tree planting and cycle parking adjacent to entrances is proposed along the length of Pollard Street. Two laybys are proposed to enable building servicing and five accessible parking bays are incorporated.

Access and Parking

- 4.38 The development proposals are for high quality public realm where pedestrians have priority. The development will be formed of new public realm which provides a pleasant environment and landscape features. In response to the aspirations of MCC and the development team, the linear park between the canal and Buildings A, B and D will help bring the canal into the development and provide places to dwell and socialise.
- 4.39 When motor vehicles do have to enter the development, which will be extremely infrequent and highly managed, they will be the guest in the pedestrian's space, and will have to travel cautiously and with a banksperson.
- 4.40 It is noted that Pollard Street forms part of the walking route from the city centre to the Etihad Campus, and will benefit from the proposed widening of the footways along the front of Building C and Building E. The proposed laybys on Pollard Street will be designed such that when they are not in use they read as part of the footway and public realm.
- 4.41 A route will be provided through the development to connect the existing canal bridge with the Great Ancoats Street/Pollard Street junction, where upgrades are to take place to provide priority for cyclists. This will ensure that cyclists can connect with surrounding routes, but will maintain the linear park north of Buildings A and B as pedestrian-only.
- 4.42 All buildings will contain a cycle store with lockers, showers and a changing room, with 547 spaces provided across the five buildings. Deliveries by cycle will be encouraged, in order to reduce the number of motor vehicles arriving at the development. These will be accommodated by providing cycle parking outside the buildings, including for larger cycles such as cargo bikes and tricycles. This cycle parking can also be used by visitors and customers at the food and beverage units.
- 4.43 People arriving at the development by bus will alight on Pollard Street or Great Ancoats Street and walk to the development on the new public realm. The existing westbound bus stop on Pollard Street will be

relocated approximately 100m to the north east to ensure that people accessing Building C and the bus stop do not conflict unnecessarily. This will improve the access to Building C for disabled people because of level changes.

- 4.44 With New Islington tram stop located centrally within the development, the development will be used by tram passengers accessing the wider area, as well as people working at the development and using the amenities. Desire lines have been created to allow people arriving at New Islington tram stop to connect with the local area.
- 4.45 People accessing the development by rail will be able to walk from Manchester Piccadilly in approximately 12 minutes via Travis Street or take a direct tram to the New Islington stop at the development. The cycle journey to the development from Manchester Piccadilly is 10 minutes on a quieter route (Store Street and Old Mill Street) or 6 minutes along Travis Street, which is the most direct. Victoria Station and Oxford Road Station are a 25 minute walk.
- 4.46 The development will be car free. Located with a tram stop at the development, on a bus route and accommodating new cycle connectivity, this development maximises and encourages sustainable travel modes. However, five accessible parking bays will be provided on Pollard Street.

Servicing and Waste

- 4.47 As above, motor vehicle access will be kept to the edges of the development, except when absolutely unavoidable, for example for essential servicing or emergencies. In brief, three new loading bays will be created to serve the development – one on Great Ancoats Street and two on Pollard Street – Munday Street will be utilised, and vehicle access to Building B at the centre of the development will be rationalised.
- 4.48 Waste storage areas are provided within each building, which will then be collected by a facilities management team and transported to waste collection points, predominantly to the edge of the Proposed Development. In summary, the following waste storage is provided:
- Building A = 15 Eurobins (1100L)
 - Workspace = 8 bins
 - F&B Units = 7 bins
 - Building B = 17 Eurobins
 - Workspace = 9 bins
 - F&B Units = 8 bins (assumes 100 person dining spaces)
 - Building C = 15 Eurobins
 - Workspace = 8 bins
 - F&B Units = 7 bins (assumes 70 person dining spaces)
 - Building D = 18 Eurobins
 - Workspace = 11 bins
 - F&B Units = 7 bins (assumes 100 person dinning spaces)
 - Building E– Total Bins = 17 Eurobins
 - Workspace = 10 bins
 - F&B Units = 7 bins (assumes 100 person dinning spaces)
- 4.49 The above calculations for bin storage requirements have been developed using Manchester City Council's Waste Collection Guidance for Developers (GD04) on the basis of a twice weekly collection. The amount of waste storage is split between general waste, recyclable (cans/bottles/plastics) and pulpable (paper/cardboard). A Waste Proforma is included as a separate document in this submission.

- 4.50 A detailed Waste and Servicing Strategy will be prepared and submitted prior to the development being operational once the nature of the tenants and internal uses are established during the construction and delivery phases of the Proposed Development.

Civil Engineering

Ground Conditions and Remediation

- 4.51 A Phase 1 Desktop Study and Preliminary Conceptual Model has been prepared in order to inform the structural design and the remediation strategy for the Site, including the potential methods for controlling contaminant pathways.
- 4.52 In order to assess the potential risk for each pollutant linkage, an assessment of the magnitude of the potential consequence (severity) of the risk occurring and the magnitude of the probability (likelihood) of the risk occurring has been considered and classified. This is based on the guidance provided in CIRIA C552 and further details including a risk matrix is provided in the Phase 1 Report prepared by LKC.
- 4.53 In accordance with the NPPF, LKC consider that sufficient information on the potential contaminative status of the site is available in this Preliminary Risk Assessment report to allow the validation of any future planning application by the Local Planning Authority and for conditional planning approval to be granted.
- 4.54 Such conditional approval will likely include standard prescriptive conditions requiring a site investigation, risk assessment and, if appropriate, a remedial strategy are completed to the satisfaction of the Local Planning Authority prior to the commencement of any development. A Phase 2 intrusive survey should be carried out across the site to investigate the identified potential pollutant linkages further.
- 4.55 The scope of the necessary Phase 2 survey is set out in a Phase 2 Scoping Note prepared by Civic Engineers that is submitted with this application and the method for investigation and any necessary remediation will be agreed with the Local Authority prior to commencement of development.

Drainage

- 4.56 There are two former canal arms that run underneath the Site in a perpendicular fashion to the Ashton Canal that provides opportunities for allowing SUDS to be implemented with regard to surface water drainage. As the site comprises predominantly a permeable surface, surface water run-off will be restricted to greenfield runoff rates.
- 4.57 The nearest waterbody to the site is the Ashton Canal, located directly adjacent to the site. Discussions are ongoing with the Canal and River's Trust to agree suitable outfall locations and suitable discharge rates. A Pre-Development Enquiry has been issued to both United Utilities ('UU') and the Lead Local Flood Risk Authority ('LLFA') to confirm preferred points of connection and allowable discharge rates.
- 4.58 The LLFA encourages continued consultation with the Canals and River trust (CRT) in relation to the connection and allowable discharge rates. The LLFA does recommend greenfield runoff rates and would take into consideration any other recommendations from the CRT in relation to the connection. Similarly, UU have advised that surface water should drain in line with the drainage hierarchy and recommend the use of multi-functional sustainable drainage systems for the management of surface water.
- 4.59 UU would require an evidence-based assessment to prove that discharge of surface water by means of either infiltration or to a watercourse was unfeasible before they would consider a connection to the 375*450mm diameter public sewer located along Pollard St. Agreed rates would need to be confirmed with the LLFA however UU would request that the agreed rate does not exceed 8.5l/s.

- 4.60 The final surface water drainage strategy for the Proposed Development would therefore be secured by way of condition, with the methods of infiltration or discharge into an existing watercourses explored before connections into existing combined sewers are considered appropriate.
- 4.61 Foul water flows will also be conveyed using a traditional pipe system before discharging to the existing sewage system present in the area. The discharge point is to be agreed and confirmed with UU.

Operation and Management

- 4.62 A high level Operational Management Strategy has been set out below to provide an indicative summary of how the development will operate once works have been completed. Overall, the vision is to ensure that staff, service contracts and suppliers working at or for Pollard Street are local residents and local businesses. General Projects want to ensure that the team on the ground and everything supporting the operations of the building are locally sourced.
- 4.63 This ensures that the local community around the Proposed Development are the biggest beneficiaries of the success of the centres – furthermore, supplying local cuts down on traffic and pollution, a vital target for the project. Therefore, a detailed Operational Management Strategy will be drafted during the construction of the Proposed Development ensure that it is managed with the community, for the community.
- 4.64 In order to provide a summary of the key elements that should be promoted to protect residential amenity within any future management document, the Proposed Development will be managed as follows:
- The public realm is to be monitored on an ongoing basis by a local facilities management team to ensure safety and tidiness of the overall Site. They will act as a point of contact for any issues, such as anti-social behaviour or general repair and maintenance, which are flagged by members of the local community if not already identified through regular inspection.
 - With regard to the maintenance of the soft landscaping, the intention is to hire and train a number of gardeners who would tend and look after the vegetation on site, with the aim to encourage wildlife and biodiversity. Regular horticultural maintenance will take place and this will also present the opportunity for community events, new planting and improving biodiversity.
 - The Proposed Development is not intended to be a late night destination, but there are opportunities for commercial activity such as bars and restaurants at ground level that include the provision for external seating areas. It will be the responsibility of the locally appointed facilities management team and the schemes' tenants to manage patrons and promote respect the surrounding residential community and protect existing levels of amenity.
 - On this basis, the hours of operation shall be set in line with guidance from Environmental Health, which is to typically close external seating areas at 11pm on weekends and prior to that on weekdays. The internal spaces themselves could stay open in line with similar activity found in Ancoats, which would see them close at midnight latest on a Friday and Saturday night and 11pm on weekdays. The hours of operation is proposed to be secured by way of Planning Condition, as the nature of the tenants nor is the mix of commercial activity known at this stage.
 - As the Metrolink runs centrally through the Proposed Development, a façade cleaning and maintenance strategy has been developed in order to ensure that it can be undertaken safely. It will utilise a combination of reach poles, articulated booms and the gantry access to clean the external areas of the building.
- 4.65 As mentioned, it is the intention of General Projects to develop the above strategy for operational management, which will be refined during the design development stage with the community and locally sourced employees. The submission of further information relating to the operational hours, landscape management, community events and other activity will be secured by way of Planning Condition.

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

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

Material Considerations

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

- Draft Sub-Regional Policy:
 - Draft Greater Manchester Spatial Planning Framework (2019).
- Manchester City Council's Supplementary Planning Guidance (SPD):
 - Guide to Development in Manchester SPD (2007).

National Planning Policy and Guidance

National Planning Policy Framework (2019)

- 5.7 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.
- 5.8 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.
- 5.9 These dimensions are considered to be mutually dependent within the NPPF, in its entirety, defining what is understood by the term sustainable development.
- 5.10 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.
- 5.11 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 achieve 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.

5.12 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.

5.13 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.

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

- Give 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.

5.15 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.

5.16 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.

National Planning Practice Guidance

5.17 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.

5.18 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, look good, last well and will adapt to the need of future generations.

- 5.19 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.
- 5.20 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.
- 5.21 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.

Regional Policy

Draft Greater Manchester Spatial Framework (2019)

- 5.22 The Revised Draft of the Greater Manchester Spatial Framework (GMSF), 'Greater Manchester's Plan for Homes, Jobs and the Environment, was published for formal consultation in January 2019, under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, which closed at midnight on 18 March 2019.
- 5.23 Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the GMSF is still in draft and at the early stages of consultation, it is considered to carry some weight in the determination of planning applications.
- 5.24 Policy GM-S 1 (Sustainable Development) seeks to encourage developments to maximise economic, social and environmental benefits and highlights that previously-developed (brownfield) land will be prioritised to meet development needs.
- 5.25 Policy GM-S 6 (Clean Air) seeks to support the improvement in air quality in Greater Manchester. Notably, one of the measures includes "locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution." The Policy goes on to state that "Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users."
- 5.26 Policy GM-P 1 (Supporting Long-Term Economic Growth) recognises the importance of supporting a thriving economy in Greater Manchester, placing an emphasis on the following: maintaining economic diversity; facilitating high value clusters in prime sectors (Advanced manufacturing; Business, financial and professional services; Digital; Health innovation; and Logistics); making the most of major assets including existing and proposed transport infrastructure; and providing the high-quality, sustainable living environments.

- 5.27 Policy GM-P 2 (Employment Sites and Premises) states “A diverse range of employment sites and premises, both new and second-hand, will be made available across Greater Manchester in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment.
- 5.28 Policy GM-D 1 (Infrastructure Implementation) encourages early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development.

Supplementary Planning Guidance

Guide to Development in Manchester SPD

- 5.29 The Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance was adopted in April 2007 and is a material consideration. The guide reflects the growing recognition of the importance of well-designed and well maintained neighbourhoods supporting sustainable development.
- 5.30 The guide places significant importance on new development creating a ‘sense of place’ under seven key principles as follows:
- character and context;
 - continuity and enclosure;
 - legibility;
 - ease of movement;
 - quality of the public realm;
 - diversity; and,
 - adaptability.
- 5.31 Developments should be informed, both in terms of design and layout, by the wider context. The character and identity of an area will determine appropriate form.
- 5.32 The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was adopted on December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.33 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.

Summary

- 5.34 Overall, the Proposed Development is considered to be in accordance with policies and guidance at both local and national levels as set out in Section 6 and Appendix A. The proposals have been assessed in detail within the following section of this document, where any deviation from the principles of the Development Plan has been fully justified.

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 issues 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;
 - Microclimate conditions such as wind, acoustics, air quality 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.

Principle of Development

- 6.4 The Site sits within the both the 'Regional Centre' and the 'Inner Area' of the city as set out in Policy SP1, which states [inter alia]:
- "The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living...
 - Development in all parts of the City should:
 - Make a positive contribution to neighbourhoods of choice including:-
 - creating well designed places that enhance or create character.
 - making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
 - protect and enhance the built and natural environment.
 - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision

- 6.5 The Proposed Development's principal use for contemporary office space, which will provide of approximately 46,000 sq. m. (GEA) of Use Class E (workspaces) and the introduction of restaurants, shops, bars, gyms and other commercial or leisure uses at the ground floor level of the building.
- 6.6 On this basis, retail uses are brought forward to support neighbourhoods of choice for the existing community, new businesses, and their employees that will move in over time. Ground floor functions will add a sense of vitality and vibrancy to the local area that will enhance its character and sense of place, but will not detract away from the Site's main function as an employment-led development.
- 6.7 The Proposed Development includes up to 7,770 sq. m of new flexible ground floor commercial space, of which a portion will be brought forward as retail and leisure space on key building corners and frontages adjacent to public realm. This creates a valuable local amenity for nearby residential developments and will create a sense of place active frontages and enhance natural surveillance.
- 6.8 The Site seeks to maximise the accessibility for the Proposed Development, as set out in the Accessibility section of the Design and Access Statement and improve safety and security of the Site through greater levels of activation and on site management, as per the recommendations set out in the Crime Impact Statement prepared by Greater Manchester Police.
- 6.9 The Proposed Development is located on brownfield land due to its previously developed nature and former intensive economic use generated by warehouses that once occupied the Site. The plans for the Site will seek to bring it back into economic use whilst delivering an improved public realm that will satisfy environmental ambitions of the city. These elements, and the Proposed Development overall sustainability aims with regard to construction (including use of natural materials) and operation, are provided in the Sustainability Strategy prepared by Max Fordham and submitted with the Application.
- 6.10 In terms of location, the Proposed Development is located on a Metrolink stop and is therefore considered to be highly accessible in nature. It is located a short 10 minute walk from Piccadilly Station for rail services and is well connected to the local highway and cycleway network for journeys by car or bike. The Framework Travel Plan prepared by Civic Engineers and submitted with this application, sets out the measures of how active and sustainable modes of transport will be encouraged to gain access to the Site.
- 6.11 The workspace provision on Site through the Proposed Development is varied to target a range of occupiers, all the way from initial start-ups, through to SMEs and more established businesses and organisations. This is offered through both the different types of buildings to be developed and the units for let within those overall buildings. Although Use Class B1a is now subsumed into Use Class E, the significant amount of employment-led space is clearly aligned with the wider aspiration to optimise and activate this part of the city.
- 6.12 For these reasons, the principle of development on this Site is considered to be well justified and in line with the strategic vision for the regional centre and inner area of the city.

Design

- 6.13 A commitment to good design which takes full cognisance of the Sites' setting and character runs through national and local planning policy and guidance. NPPF chapter 12: Achieving well-designed places sets out the importance of high-quality buildings:
- “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”.
- 6.14 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, with EN1 encouraging patterns of development that are to be expected in the City Centre supported by new high quality public realm. 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 areas in terms of the design, scale and appearance.

6.15 The Proposed Development has been developed over an extensive time period to formulate an appropriate response to the context whilst meeting the viability requirements. The proposed design is a considered response to the design brief to create a high quality, modern industrial aesthetic that is carved out of verdant, functional and playful public realm. The design and materiality has been chosen to reflect its setting, as set out in Section 4. A full understanding of the design quality of the scheme is provided in the Design and Access Statement prepared by Hawkins/Brown.

6.16 The scheme has also been subject to review by the design panel PlacesMatter!, who noted their support for the scheme in the following statement:

In summary, this is a really good scheme and there is not a lot to change. We would encourage you to reflect and simplify things in some places, review the organisation of the ground floors and work more with your colour studies. The park has the potential to be “super exciting public realm”.

6.17 In order to generate more support for the design with the local community, we intend to co-design the spaces with them in order to create the spaces they need for their lifestyles, and reflect this in the final public realm.

Inclusive Design

6.18 Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.

6.19 Inclusive design measures are fully defined within the Design and Access Statement submitted with the Application. The design has been developed in full consideration of national legislation, including the provisions of BS8300:2001 and Building Regulations Part M (2015 Edition). This reflects the importance that the Applicant places on complying with the Equality Act 2010 and emerging Equality Act (Amendment) Bill 2015-16.

Scale and Density

6.20 The height and overall massing of each block has been through a comprehensive iterative design process, as set out in Section 4 of this Statement, which has taken into account the need to respond appropriately to surrounding context.

6.21 The Proposed Development respects its neighbours whilst allowing an appropriate quantum of commercial development to come forward in order to enable delivery of the Proposed Development, as set out in Section 4.

Employment, Skills and Training

6.22 As stated earlier in this Section, Core Strategy Policies SP1 EC1, EC3 and EC8 focuses Manchester and the Regional Centre as a key location for the most significant employment generating uses in a high density fashion and be the main contributor in terms of employment land.

6.23 General Projects believes that they not only need to deliver environmental improvements as set out above, but to maximise the social and economic benefits of the scheme for the local area and Manchester as a whole. Their one-of-a-kind Community Wealth Partnership, once fully implemented along with the Proposed Development will lead to the creation of up to 3,600 local jobs once operational. Other formal commitments for the development include:

- A ‘Manchester-first’ procurement policy with at least 25% of supply chain spend in Greater Manchester, a commitment to all tenants and contractors paying a Manchester Living Wage, over 40% of affordable workspace dedicated to SMEs and generating £3.1M business rates per year once operational. Job and employment opportunities will be focussed for local people; and

- £7.8M in social value in the first 5 years through over 5,000 voluntary hours per year to tackle local issues, youth engagement and guidance opportunities, with 40 graduate internships, 40 SME skills seminars and 60 mentoring spots per year and employment and recruitment opportunities, with 15 formal apprenticeship placements, 25 local people helped back into work and 25 free desks for young people each year.
- 6.24 Not only will the delivery of a new high quality Grade A office development provide a significant amount of new employment opportunities in the City Centre, there will be supply chain benefits leading to further job creation. The delivery will require a number of roles to be created relation to the on-going management, maintenance and security.
- 6.25 All measures to maximise the benefits of the scheme are set out in the Community Wealth Partnership, prepared by General Projects, which will be enshrined in the Planning Permission by way of Planning Condition.

Environmental Considerations

Ecology

- 6.26 With regard to ecology, Policy EN8 makes reference to the need to provide linked and diverse greenspace to enhance natural habitats that will assist species adaptation. Amenity Tree have noted that retention of significant arboricultural assets where this is possible within the proposal affords for maintenance of the existing visual amenity between site and adjacent public open spaces.
- 6.27 It is considered that the successful establishment of replacement trees as set out in Arboricultural Impact Assessment shall mean an improvement in the long term wider visual public amenity associated with the trees on the Site.
- 6.28 Bat presence on Site has been established by the supporting activity survey and species (including numbers of bats), which have since been confirmed from the manual bat transect surveys. Levels of bat use has therefore been established and numbers of animals and activity have demonstrated that the importance of the Site to bat species is low.
- 6.29 From the relatively high number of trees on the Site, there is only one potential bat roost record. This could be because of the relatively young age classes of the trees and the fact they have not yet achieved sufficient age to exhibit major cavities and broken limbs that normally give rise to significant features in trees for bats. The PRF was considered to be of negligible potential to roosting bats. No avian nesting was observed during the site walkover.
- 6.30 However, as the Site is being used for commuting and feeding by a small local bat population. Under the National Planning Policy Framework (2019 - and the NERC Act 2006 there is a requirement to improve existing environment through enhancement.
- 6.31 The Site shall be subject to ecological enhancements including the installation of bird and bat boxes aimed at maintaining the ecological connection between site and the wider landscape, which will result in over a 10% net gain on the Site's biodiversity score. This is set out in further detail in the Biodiversity Net Gain Assessment, Bat Activity Survey report and Ecological Enhancements Plan, prepared by Amenity Tree Care and submitted in support of this Application.

Sustainability (energy and embodied carbon)

- 6.32 Policies EN4 and EN6 within the Core Strategy set out the need for new developments to decouple the growth in the economy with a growth in CO2 emissions through sustainable design and improve building performance against Building Regulations 2010 (Part L).
- 6.33 However, the Proposed Development is seeking go beyond local Planning Policy to deliver a bespoke sustainability strategy to align with nationally prescribed Net Zero Carbon building targets (UK Green Building Council) and locally set Zero Carbon Strategy 2038 proposed by Manchester Council. A 5-year

plan launched March 2019 sets out a long-term environmental vision for Greater Manchester – to be carbon neutral by 2038 – and the urgent actions that need to take in the next 5 years to help achieve this.

- 6.34 Pollard Street will be designed using a methodology (based on CIBSE TM54) that more accurately predicts operational energy. This methodology is more comprehensive as it includes unregulated loads (such as small power and catering equipment) and realistic operating hours. In order to comply with Planning Policy requirements set out in EN6, all buildings within the Proposed Development will deliver the necessary improvements on Part L, as well as incorporating PV Cells and Ground Source Heat Pumps to assist with clean energy generation. This is set out in the table below:

Table 1 – Improvement on Part L

Building	Energy strategy	BER	TER	% improvement Part L 2013	% improvement Part L 2010	PV area
Building A	VRV & MVHR	15	16.2	7.4%	16.4%	-
Building B	Nat vent & PV	22.2	22.9	3.1%	12.1%	400 m ²
Building C	Nat vent & PV	23.9	24.3	1.6%	10.6%	600 m ²
Building D	VRV & MVHR	14.3	18	20.6%	29.6%	-
Building E	VRV & MVHR	14.1	15.8	10.8%	19.8%	-

- 6.35 The Project team will carry out Whole Life Carbon modelling for Pollard Street. This modelling will be used to identify where improvements can be made. Whole life carbon means modelling the carbon embodied or emitted in the construction of the building and operational carbon that will be emitted in use. The key points to this approach are:
- Carbon emitted in construction and manufacture of the building materials will be prioritised.
 - The design will be based on an all-electric strategy. The decarbonisation of the UK's electricity supply means that electrical energy emitted in 2035 and 2050 will have much lower carbon emissions than energy use now.
 - Avoid operational energy improvements which result in higher whole life carbon from embodied carbon without clear lifetime savings.
- 6.36 In November 2019 the RIBA initiated the RIBA 2030 Challenge which set design targets for building designs that are compatible with the climate emergency. The challenge sets progressively harder targets which culminate in targets to be achieved for buildings delivered in 2030. Broadly the 2030 targets require buildings to be designed to:
1. Reduce operational energy demand by at least 75% against current benchmarks
 2. Reduce embodied carbon by at least 50-70%, against current practice
 3. Reduce potable water use by at least 40%
 4. Achieve all core health and wellbeing targets.
- 6.37 The project team are adopting these targets as they are aligned with other industry guidance and strike a good balance between accessibility, achievability and aspiration. Full details are contained within the Sustainability Strategy prepared by Max Fordham.

Heritage

- 6.38 The NPPF (2019) places an emphasis on conserving and enhancing the historic environment. Further to this material consideration, the Core Strategy (Policy CC9 and EN3) identifies the need for new buildings to be of the highest standard in terms of appearance and function and should preserve or enhance identified heritage assets. Development should complement and take advantage of key heritage features within its districts and neighbourhoods, including setting and accessibility.

- 6.39 The Heritage Statement identifies the heritage assets that could potentially be impacted by the proposed development. This was limited to 17 listed buildings and 2 non-designated heritage assets, which have been set out in Section 3 of this Statement. Following a site visit this was narrowed to 10 listed buildings and 2 non-designated heritage assets.
- 6.40 The Heritage Statement assesses the significance of these assets and the contribution the setting makes to this significance. Overall it is concluded that the development causes no harm to the significance of these heritage assets. The public realm and location of buildings in order to frame key views and enhance the setting of heritage assets has been a key part of the design brief as is evidenced through the Design and Access Statement and the Heritage Statement submitted with the Application.

Archaeology

- 6.41 Policy EN3 of the Core Strategy sets out that the Council will encourage development that complements and takes advantage of distinct heritage features and preserve the historic environment. Similarly, Section 16 of the NPPF sets out the need to sustain and enhance the significance of heritage assets and the opportunity to draw on the contribution made by the historic environment to the character of place.
- 6.42 In order to understand the potential for below ground historical assets in relation to the Proposed Development, an Archaeological Desk Based Study has been undertaken with a Written Scheme of Investigation. This has utilised the previous records of the Site that were taken during the time of the Metrolink works on Site in 2011.
- 6.43 The principal aim of the archaeological evaluation and 'strip, map and record' will be to establish the presence or absence of any buried remains of archaeological interest within the Proposed Development area and, if present, characterise the level of preservation and significance, and provide a good understanding of their potential.
- 6.44 This will be achieved by the excavation of eight archaeological evaluation trenches (totalling 125 linear metres) and two 'strip, map and record' excavation areas with maximum dimensions of 70m x 20 and 60m x 20m respectively.
- 6.45 The methods for any investigation is carried out to professional standards and to an appropriate level of detail proportionate to the assets likely significance, by an organisation or individual with appropriate expertise are set out in the Archaeological Evaluation. Following the investigation, the resultant records, artefacts and samples are analysed and, where necessary, conserved. Furthermore an understanding gained is made publically available or visible on site, whilst an archive is created, and deposited for future research.

Transport

- 6.46 This section should be read in conjunction with the Transport Assessment prepared by Civic Engineers, which fully considers the transport implications of the Proposed Development in line with Core Strategy Policy CC5, T1 and T2, and the Interim Travel Plan, which provides details of measures to encourage alternative modes of transport to the private car. Policy EN5 also sets out how new development in East Manchester should take advantage of key transport infrastructure and public transport networks, such as the Metrolink extension and creates links to the open space network via the Ashton Canal.
- 6.47 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. This demonstrates that the Site is highly accessible by sustainable modes of transport with the Metrolink located centrally within the Site. The Proposed Development therefore seeks to take full advantage of its highly sustainable location and availability of sustainable and active modes of transport.
- 6.48 In order to encourage alternative and more sustainable modes of public and active transport measures, the detailed travel plan initiatives may include:
- Production of Welcome Packs, to be supplied to all employees.

- Measures to encourage walking.
 - Measures to encourage cycling, including the provision of high quality and secure facilities for cyclists.
 - Measures to encourage use of Public Transport.
 - Car sharing / Car Club.
- 6.49 Travel surveys will be undertaken within three months of first occupation of the Proposed Development to set measures against which the initiatives can be judged. A Travel Plan Co-ordinator will be appointed to monitor activity. In order to provide the physical infrastructure on site to support cycle use, the proposals will provide 547 cycle parking spaces both internally and externally with lockers and showers in each building for tenants.
- 6.50 The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are proposals for this to be improved through the Beelines initiatives. The Proposed Development seeks to improve the point at which the Ashton Canal towpath heads from the City Centre toward the Etihad Campus.
- 6.51 It is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.

Waste and Servicing

- 6.52 In line with Policy EN 19, the Proposed Development should demonstrate consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling) through the submission of a waste management plan.
- 6.53 The Proposed Development is supported by a Construction Management Plan and Transport Assessment (containing a Waste and Servicing Strategy and Waste Proforma) to set out how construction and operational waste will be managed during the two phases of development. In summary:
- **Construction:** The contractor(s) shall, in order to reduce the need for waste disposal, minimise the generation and environmental impacts of waste arising during the works and shall maximise opportunities for the re-use and recovery of wastes. The management and disposal of waste generated by this contract will be managed in accordance with the contractor's Waste Management Procedure and recorded in the Site Waste Management Plan. The appointed contractor(s) shall make any necessary applications to the Local Authority and/or the Environment Agency for the storage, treatment or disposal of wastes. The final Construction Management Plan will be secured by way of Condition and should be discharged prior to the development commencing construction.
 - **Operation:** bin stores are provided within the ground floor of development with identified routes to servicing bays for collection. Space for between 14 and 21 1,100L waste storage bins are provided within each building, which has been derived from their proposed use and overall quantum of floorspace. It is proposed that the final Operational Waste Management Strategy will be secured by way of condition and discharge prior to the use commencing, once the overall makeup of tenants is known. Sustainability is a key component of the developments overall ethos and the methods to manage the production of waste will be central to the final strategy.
- 6.54 Overall, it is considered that the Proposed Development has had sufficient regard to waste storage facilities during construction and operational phases of development. Full details will be secured by way of Planning Condition for both phases of development.

Drainage

6.55 With regard to Policy EN 8 and the need to adapt to climate change, the Site must seek to minimise flood risk by encouraging rainwater permeability. Similarly, Policy DM1 states that proposals must have regard to flood risk and drainage. On a national level, the NPPF states that surface water runoff should adopt a hierarchical approach to drainage.

6.56 This drainage hierarchy in relation to the drainage strategy for the Site is set out below:

- **Infiltration:** infiltration is not considered feasible for this development due to the historic nature of the site and existing site constraints, there may be a risk of contamination. A Ground Investigation and infiltration testing will be undertaken to confirm.
- **To a surface water body:** the nearest water body to the site is the Ashton Canal, this runs directly adjacent to the site. Discussions are currently ongoing with the Canals and River Trust to agree suitable outfall/s and discharge rates to the canal from the site.
- **To a surface water sewer, highway drain or another drainage system:** there are no surface water networks within the vicinity of the site.
- **To a combined sewer:** There are a number of Combined UU sewers within the vicinity of the site. Due to the levels and gradient of the site and general site constraints it will be necessary to discharge surface water drainage from Building C to the existing combined network located within Pollard Street.

6.57 The Proposed Development is supported by a Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers that sets out how the development seeks to minimise flood risk and harness the use of sustainable urban drainage system to manage surface water, subject to further testing.

Green and Blue Infrastructure

6.58 Policy EN9 sets out how Proposed Developments should enhance the quality and function of greenspace in line with Council strategies, and any overall loss in quantity should be outweighed by its overall quality, function and management.

6.59 Building on the investment to date in the city's GI and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

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.

6.60 Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
- 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

- 6.61 The scheme has been discussed in detail with MCC's Tree Officer in order to understand what species of trees should be provided. It is considered that a mix of predominantly native and some non-native species is appropriate on this Site, as set out in the Landscaping section of the Design and Access Statement. With regard to on-going maintenance, members of the local community will be upskilled and paid to manage the horticulture of the Proposed Development, which is being driven by the Community Wealth Partnership.
- 6.62 The Site already contains an informal path along the Ashton Canal, but is not considered to be a safe and well lit walking route at night. The Proposed Development seeks to harness this desire line and provide an active route along the Ashton Canal toward Eastlands and the Etihad. In so doing, the Proposed Development continues the trend identified in New Islington with regard to harnessing green and blue infrastructure and allowing people to come right down to the waters' edge.
- 6.63 The development provides c.3 acres of high quality, green and open space that is well designed, befitting of the additional amenities afforded in terms of play spaces and accessibility and will be well maintained in the long term. As demonstrated in the Design and Access Statement, the Proposed Development sits amongst a range of different green areas that exist or are proposed, from New Islington Marina, through to the Lower Medlock Valley and development planned at Mayfield. The Proposed Development seeks to provide a destination greenspace on the Metrolink line that then connects into this surrounding network of existing and proposed greenspaces within a 15 minute walk of the Site.
- 6.64 As part of the on-going design development stages, the team intends to engage with the Local Community to help with the co-design of the public realm. These activities will seek to improve wider communication, education and awareness around the need to improve our greenspaces, canals and waterways.
- 6.65 On this basis, the Proposed Development is considered to be in support of Manchester's Green and Blue Infrastructure Strategy and Policy EN9, demonstrating that any loss of green infrastructure in terms of quantity are demonstrably outweighed by the quality of the new public realm and the wider benefits of the Proposed Development. Discussions are ongoing with Manchester City Council as authors of the GBI Strategy in order to maximise positive outcomes. Further details are contained in the Design and Access Statement prepared by Hawkins/Brown.

Ground Conditions

- 6.66 According to guidance set out in CLR111 and the National Planning Policy Framework (NPPF), a PRA with a site reconnaissance is required as a minimum to ascertain if there is a potential contamination risk.
- 6.67 In accordance with current guidance, the PRA includes a site reconnaissance, site history, geology, hydrogeology, hydrology, mineral search and a landfill search. Information gathered from the desk study and site reconnaissance has been used to develop a contamination conceptual model for the Site, which will support the identification and assessment of any pollutant linkages.
- 6.68 In summary, the site is within an area of Manchester with an extensive industrial heritage and the Site itself has been occupied by a saw mill, chemical works, iron works, a corporation yard and various other smaller industries. Two canal basins were also present spanning the site from north to south historically, but these have since been infilled.
- 6.69 The site currently comprises landscaped grassed areas adjacent to the New Islington Metrolink station and tracks. The tramline runs south west to north east, almost dissecting the site completely and enters a tunnel beneath Great Ancoats Road in the west of the site. Potential contamination sources affecting the site were identified as heavy metals, PAHs, PCBs, VOCs, SVOCs, sulphate, asbestos, hydrocarbons and gas (carbon dioxide and methane).
- 6.70 These contaminants may pose a risk to site users (via dermal contact, inhalation pathways and explosion), controlled waters (via migration through permeable strata and preferential pathways),

buildings and structures (direct contact and explosion), water pipes (direct contact) and flora (root uptake).

- 6.71 Further investigations are proposed in the Phase 1 Report prepared by LKC, which sets out measures to identify contamination, ground gas, controlled waters, sulphates and organic contaminants before a remediation strategy is proposed. A detailed remediation strategy will be secured by way of planning condition, which is to be approved prior to the development commencing.

Neighbourhood Amenity

- 6.72 Policy DM1 states that all development have regard to, “effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.”
- 6.73 These considerations, where relevant, have been set out and assessed below. The application is also supported by an Outline Construction Management Plan and various technical reports that seek to identify potential issues and propose methods of mitigation in order to reduce the impact on local neighbourhood amenity.
- 6.74 Neighbourhood amenity can only realistically be achieved if the design is inclusive and the on-going management and maintenance of spaces. To this effect, an Operational Management Strategy has been provided in Section 4 of this Statement and the proposals have been reviewed in detail by Greater Manchester Police.
- 6.75 The final operational management strategy will seek to protect residential amenity whilst also providing additional benefits of ownership, collaboration and a generation of skills, knowledge and ideas of how to create and curate landscapes in urban environments.

Noise and Vibration

- 6.76 This application is supported by an Acoustic Statement, prepared by Sandy Brown to provide acoustic advice for the Proposed Development. This includes provisions to take account of during both the construction and operational phases of the project.
- 6.77 As a starting point, an environmental noise and vibration survey has been carried out to determine the existing sound levels in the area, and vibration levels from the Metrolink tram line that passes through the site. The daytime noise survey and vibration survey were carried out during 11 March 2020 and an additional night-time noise survey was carried out between 16 and 17 March 2020.
- 6.78 During the construction phase of the Proposed Development, Manchester City Council require normally operating plant noise egress to be limited to be 5 dB below the background noise level at each receptor. Based on this and the background noise levels measured, limits have been set on this basis. Full details of the proposed measures to control noise anticipated on Site are provided in the Construction Management Plan, which will be developed by the appointed contractor.
- 6.79 An initial assessment of tactile vibration has been undertaken, the results of which indicates that tactile vibration is expected to comply with the relevant criteria. Amplified sound egress limits have been set for the commercial areas to each unit. Initial guidance on internal noise levels to the commercial units have been given which will be developed as the design progresses. Guidance on controlling noise egress from the rooftop games area has been set out.

Daylight and Sunlight

Daylight Amenity

- 6.80 The Proposed Development will, as anticipated given the cleared nature of the Site currently, result in measured reductions in the daylight and sunlight amenity of the neighbouring receptors.

- 6.81 Notwithstanding, overall we consider that the impacts on daylight amenity are appropriate and balanced for the City Centre context. The majority of windows and rooms appraised will achieve the BRE targets or come within an acceptable tolerance of them. Of those that do not, mainly to lower floors of Vulcan Works and Albion Mill, we consider the impacts to be acceptable and balanced, on the basis that the Site is free of any massing meaning that development of the Site is likely to result in inflated magnitudes of change.
- 6.82 Notwithstanding the results, the windows to these buildings are very large and the rooms served do generally have good levels of daylight distribution within. They will, in our opinion, remain day lit to a level considered adequate and acceptable for a City Centre.

Sunlight Amenity

- 6.83 In terms of sunlight amenity, overall the Proposed Development will have an impact that is considered to be appropriate and acceptable to the City Centre context. The Proposed Development will have a non-significant impact on the sunlight amenity of the majority of neighbouring buildings.
- 6.84 The Proposed Development will have an impact on the sunlight amenity of certain windows & rooms of Spindle Mews, One Vesta Street, Islington Wharf and Lock Gate Mews. Notwithstanding, we consider these impacts to be appropriate, given the City Centre context, and considering that certain windows have limited capacity for sunlight amenity in the Baseline condition.
- 6.85 In terms of sunlight amenity to external amenity areas, the Proposed Development will have no significant impact on the canal towpath on the opposite side of Ashton Canal. Those areas within the Site – Canal Walk East and Central Green will pass the BRE's 2 hour Time in Sun Test.
- 6.86 Foundry Green will not achieve the BRE target of 2 hours' time in the sun given its smaller size and existing development of Islington Wharf causing overshadowing in the evening. It will, however, come within an acceptable tolerance of this target. These impacts on daylight and sunlight align with the approach of Planning Policy – that impacts are judged on the basis of standards that are typical of a City Centre development in Manchester.

Air Quality

- 6.87 In addition to Policy DM1 and EN16 of the Core Strategy, Section 15 of the NPPF sets out requirements for development with regard to contribution to, being put at unacceptable risk from, or being adversely affected by air pollution. Further guidance in relation to air quality assessments is provided in the NPPG with regard to their methodology and ways in which development could be made appropriate through mitigation.
- 6.88 Potential construction and operational impacts and suitable mitigation measures are provided in an Air Quality Assessment prepared by BWB, submitted with the application. With regard to the construction phase, an assessment of the potential impacts arising from the construction of the Proposed Development was undertaken in accordance with IAQM Guidance. The full assessment methodology is not reproduced within this report but a summary of the assessment steps is provided below.
- Step 1 – screen the requirement for a more detailed assessment. No assessment is required if there are no receptors within a certain distance of the works.
 - Step 2 – assess the risk of dust impacts separately for each of the four activities considered (demolition, earthworks, construction and trackout).
 - Step 2A – determine the potential dust emission magnitude for each of the four activities;
 - Step 2B – determine the sensitivity of the area;
 - Step 2C – determine the risk of dust impacts by combining the findings of steps 2A and 2B.
 - Step 3 – determine the site-specific mitigation for each of the four activities; and
 - Step 4 – examine the residual effects and determine significance.
- 6.89 The Site is considered low risk in relation to potential for dust emissions. Recommendations to manage the air quality impacts on nearby sensitive receptors are set out in Section 5 of the Air Quality

Assessment, including good communication regarding site works, site management and maintenance, dust monitoring, and vehicle movements. These recommendations are in turn referred to as mitigation measures in the Construction Management Plan prepared by Arcadis.

- 6.90 With regard to the operational phase of development, it is proposed to be car free and therefore there will be limited vehicle movements created within the immediate site vicinity. Any cars accessing the site are likely to be dispersed amongst the local highway network and the development will therefore result in minimal increases in pollutant concentrations and no new exceedances of the relevant air quality objectives are predicted.
- 6.91 A Framework Travel Plan was prepared to support the Proposed Development. The Framework Travel Plan includes measures aimed to reduce road traffic emissions associated with the proposed development, such as:
- Provision of a Travel Plan Co-ordinator who will work site wide to support the travel planning principles of the site and ensure the Framework Travel Plan is implemented at each unit;
 - New pedestrian and cycle routes created and desire lines (including to bus and tram stops) honoured to encourage active transport;
 - Provision of a pool bike scheme, free to those working at the site and hired by local residents;
 - Provision of cycle parking spaces across the site and provision of changing facilities for staff travelling to the site to encourage active transport;
 - Cycle maintenance points, sockets for charging e-bikes and bike lights at each cycle parking area; and
 - The provision of outdoor cycle parking for cycle couriers and people visiting the development.
- 6.92 It is considered that the Proposed Development will result in an overall improvement in air quality conditions in future years as reliance on petro-diesel cars reduces, active and sustainable modes of transport are increasingly adopted, and as the new 55 additional trees planted on site help to improve air quality outcomes in the local area over time.

Wind Microclimate

- 6.93 Although the buildings are not tall by comparison to their surroundings, it would deliver buildings on a currently clear and relatively flat site. For robustness, a computational fluid dynamics (CFD) study was carried out by Architectural Aerodynamics Ltd. (ArcAero) to assess the wind microclimate for the proposed Pollard Street scheme.
- 6.94 The study predicts wind speeds within and around the Proposed Development and combines these speeds with long-term meteorological data for the site to determine wind speed frequency distribution data for each location. This data is assessed using the widely accepted Lawson criteria to determine suitability of wind conditions on site and the impact of the proposed development on the surrounding area.
- 6.95 The report concluded that the introduction of the Proposed Development, wind conditions within and around the site remain suitable for all types of pedestrian movement and seating activities. Furthermore, there are no significant cumulative effects from the introduction of extant or proposed future developments.

TV Reception

- 6.96 A baseline (pre-construction) signal survey and reception impact assessment has been undertaken to determine the potential effects on the local reception of television and radio broadcast services from the proposed Pollard Street development in Manchester. Under Manchester City Council (MCC) planning guidance, any development over four storeys requires a TV and radio reception impact assessment.

- 6.97 Overall, the TV Reception Report states that the Proposed Development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the reception of any broadcast service.

Summary

- 6.98 The adopted Development Plan and all material considerations identified above have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Development Policies are provided in Appendix A with a direct policy response within the application. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.

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 adjacent to the New Islington Metrolink Stop within New Islington.
- 7.2 The Site comprises a brownfield site of 4.97 acres / 2.01 hectares located adjacent to the New Islington Tram line behind Ancoats Street, and enclosed by Pollard Street and The Ashton Canal. A full description of the site is provided in Section 3 of this Statement, summarising its history and supportive planning context.
- 7.3 The Proposed Development comprises the erection of a mixed use flexible office work and creative spaces alongside over 2 acres of high quality public realm on Pollard Street in Manchester. This will include 46,978 sq. m. (GEA) within Use Class E comprising offices above flexible ground floor uses across five buildings, ranging from micro-units suiting SMEs to conventional Grade A Office for established businesses.
- 7.4 This new urban campus will bring together a diverse and thriving mix of Manchester talent, designed as an active and collaborative place with a range of bespoke studios, workshops and workspaces for a new generation of pioneering businesses. A community ethos will be at the heart of the campus, inspiring entrepreneurs, staff and visitors.
- 7.5 As set out in the Ancoats and New Islington NDF, the Eastlands Regeneration Framework and other supportive regeneration frameworks nearby, the Site can create a new business location, and establish another fantastic neighbourhood amenity; supporting higher density forms of development adjoining this key public transport destination contributing to the creation of a real sense of place in this locality. The Proposed Development, as described in detail in Section 4 of this Statement, will deliver a truly unique scheme that will foster a new and emerging business community and support vibrancy of the local area – cognisant of the Site’s key location between the City Centre and the Eastlands Framework area.
- 7.6 The new public realm delivered by the development will seek to create a variety of high quality, accessible open spaces to enhance the character of the Site and deliver long term social benefits for the area. The scheme will provide sport facilities and playgrounds, encouraging activity in all ages, in addition to encouraging active modes of transport through provision of improved walking and cycling routes linking with the rest of the city. The ongoing co-creation of elements of the public realm and meanwhile uses, as well as offering space for the local community to use free of charge, will maximise the social benefits of the scheme for local residents.
- 7.7 £83m construction cost providing a temporary economic uplift supporting an estimated 781 construction jobs, and a further 510 induced jobs and 195 indirect jobs. Creating GVA totalling circa. £112m through the direct, indirect and induced impact of the construction phase. This will provide a timely boost to the economy, supporting the economic recovery in Manchester following the COVID-19 pandemic.
- 7.8 The Proposed Development will help to kick start economic recovery in the city following the Covid-19 outbreak and cater for the anticipated growth in demand in the SME and start up business community, which has a strong presence in the local area and is seen as a key growth sector for the City overall. It will deliver over 46,000 sq. m. (GEA) of new commercial floorspace with a variety of ground floor uses to provide further vitality and vibrancy to the local area. It has the potential to offer between 2,700 and 3,400 new full time jobs for the city once operational, beyond the construction jobs that will be created during the delivery phase. The significant number of jobs will generate GVA of around £166.7m and wages of £86.7m each year. The focus for all employment generation is to target the local available

labour sources, which will improve quality and amount of opportunities for disadvantaged nearby areas and spark a real catalyst for generating employment, training and skills.

- 7.9 A considerable proportion of wages generated locally will also be spent locally, due to Manchester's growing population, particularly in New Islington, Ancoats and the city centre. Each year £16.5m of national insurance and income tax will be contributed to the public purse, while business rates from the spaces will generate £3.0m a year - £30.12m over ten years of operation. As above, the majority of these improvements will be targeted to people living within the local area and east Manchester overall to support the Manchester Strategy – Our Manchester, the Greater Manchester Strategy.
- 7.10 The scheme's proposed public realm will provide benefits with regard to green and blue infrastructure by promoting on site sustainable drainage systems, better connections between the open space and the Ashton Canal. It will deliver significant ecological benefits through habitat creation, tree planting and soft landscaping within a diverse landscape, resulting in a 30% improvement in biodiversity against the current site. This will seek to connect into wider existing and proposed public spaces that create a network of high quality and varied outdoor spaces within the local community, aligning with the various Strategic Frameworks of relevance to the Site.
- 7.11 To create further social benefits to the Proposed Development, in line with the Greater Manchester Strategy, General Projects will make available meeting and seminar space for community events, including weekend use, supporting local networks and targeted initiatives that will work with and support a small group of local/targeted initiatives, and promote within the business community. Open days, mentoring opportunities in local schools, volunteer hours, CV advice, apprenticeships, internships, seminars for Higher Education Institutions and mock interviews will all be promoted by General Projects through the scheme tenants. General Projects will also provide 25 free work stations annually for new self-employed and micro start-ups. This will generate the equivalent of £1.57m each year in social value activities.
- 7.12 In order to align with recent developments on a national, regional and local level in response to the growing threat of climate change for the planet, the Proposed Development seeks to deliver a Zero Carbon scheme as per the Green Building Council's definition. The scheme has been subject to rigorous testing and review from Max Fordham to not only comply with Planning Policy (EN4 and EN6 – see section 6 of this Statement), but to go much further beyond it. The Proposed Development supports a Whole Life Carbon approach to the design, which includes modelling the embodied and operational carbon for the scheme and it will address targets set out in 2025 and 2030 targets of the RIBA 2030 Challenge and will minimise actual 'Operational' Carbon. Physically, the scheme will see a net increase in biodiversity on-site by 10%, extensive cycling facilities and excellent public transport links. Sustainable urban drainage systems are also being pursued by the development, subject to agreement with the Canal and River Trust.
- 7.13 The Core Strategy and all material considerations identified above have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application. A detailed assessment of the Proposed Development against the Development Plan and material considerations is provided in the Section 6 of this Statement.
- 7.14 Overall, the Proposed Development is considered to be in accordance with policies and guidance at both local and national levels. The proposals have been assessed in detail within the following section of this document, where any deviation from the principles of the Development Plan has been fully justified.

Appendix A: Planning Policy

Summary

National Planning Policy

The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved development plan contains relevant policies, Section 38(6) requires that an application for Planning Permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

National Planning Policy Framework (2019)

The National Planning Policy Framework (NPPF, 2019) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

Achieving Sustainable Development

The NPPF articulates the priorities of the Plan for Growth within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

The NPPF goes on to advise that these roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously.

Paragraph 10 of the NPPF outlines that a presumption in favour of sustainable development is at the heart of the Framework. Paragraph 11 further clarifies that for decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, Planning Permission should be granted unless the application of policies in the NPPF that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 19 confirms the government's commitment to ensure the planning system does everything in its power to support economic growth and not act as an impediment to it. Paragraph 20 requires local planning authorities to plan proactively to meet the development needs of business to support the modern economy, and Paragraph 21 emphasises that planning should not over-burden investment in business and should seek to address potential barriers to investment.

The NPPF supports the commitment to ensuring economic growth in order to create jobs and prosperity, building upon the country's inherent strengths and meeting the challenges of a low carbon future. Section 6 (Paragraphs 80 to 82) discusses the need to 'build a strong, competitive economy'.

In particular, it identifies the need for local planning authorities to support existing business sectors, by helping to create "conditions in which businesses can invest, expand and adapt. Significant weight should be placed on

the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development” (Paragraph 80).

Paragraph 124 notes that good design is a key aspect of sustainable development and should contribute positively to making places better in which to live and work and helps to make development acceptable to communities.

Core Planning Principles

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 planmakers 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).

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.

Building a Strong, Competitive Economy

Section 6 (Paragraphs 80 to 84) emphasises the Government’s commitment to securing economic growth, and that significant weight should be placed on the need to support it through the planning system.

In particular, it identifies the need for Local Planning Authorities to support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

Achieving well-designed places

Section 12 (Paragraphs 124 to 132) states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:

- Add to the overall quality of the area and function well over the lifetime of the development.
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- Establish or maintain a strong sense of place, using 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, create and sustain an appropriate mix of uses.
- Create safe, inclusive and accessible environments which promote health and well-being.

Meeting the Challenge of Climate Change

In respect of climate change, paragraph 148 of the NPPF advises that to support the move to a low carbon future, local planning authorities should:

- 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.

Conserving and enhancing the historic environment

Chapter 16 sets out that heritage assets 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 enhance the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

It sets out that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

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 Manchester and within the Regional Centre, which is identified as a focus for primary economic development in accordance with Policy SP1. The Core Strategy policies that have been considered are as follows:

Core Strategy Policy (2012)	Proposed Development Response
Policy SP1 – Spatial Principles: The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Development in all parts of the City should make a positive contribution to neighbourhoods of choice including: Improving access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision. As well as creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community; protect and enhance the built and natural environment; minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.	The Proposed Development would see the delivery of 46,978 sq. m. (GEA) of commercial floorspace, which comprises workspaces, retail and leisure opportunities, demonstrating that it reinforces the regional centre as the focus for this type of activity. By virtue of delivering the above, the Proposed Development would provide access to jobs, services and new highly functional and biodiverse open spaces created by the development. It will help to add to the historic and emerging character of the area that has been achieved by celebrating the canals and blending historic architecture with a blend of new 21st century styles, materials and construction methods. The site is arguably one of the most sustainable locations for large scale commercial led development in the city as a result of its location on the Metrolink line and directly adjacent to the New Islington Metrolink line. It is also in close proximity to bus, rail and cycle links and is within a 30 minute walk of most of the city centre.

Core Strategy Policy (2012)	Proposed Development Response
	Greater Manchester Police will
Policy EC1 - Employment and Economic Growth in Manchester: The provision of approximately 200 ha of employment land for B1, B2 and B8 uses by 2027 will be provided within the City. 33ha of land within the City Centre is identified to support employment and economic growth. Priorities for ensuring continued economic growth include: • Improving access to jobs for all via public transport, walking and cycling. • Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people. • Improving the portfolio of employment premises by providing a range of employment sites and premises for small, medium and large businesses. • Improving digital infrastructure delivery. • Creating business destinations by enhancing the primary business use with ancillary commercial facilities. • Ensuring the continued social, economic and environmental regeneration of the City. • Ensuring connectivity to, and competitiveness in, international markets.	The Proposed Development will see the creation of 46,978 sq. m. of new employment led floorspace that will help to support the city's economic growth. It will provide access to jobs via all public transport and active travel modes. The Community Wealth Partnership prepared by General Projects commits to a Manchester-first policy that will maximise the job opportunities during the construction and operational stages of the Proposed Development. A key focus for the Proposed Development is to cater for the growing demand for small and medium enterprises, whilst also providing more typical office buildings that will be appealing to large businesses. This will create an overall collective of buildings that will offer a distinctive feel in a vibrant commercial setting. To support the function of the new commercial campus and the existing residential community in the area, the Proposed Development includes a range of ancillary commercial facilities that supports the development of neighbourhoods of choice. Environmental quality is a key component of the proposals and the development is targeting a 30% improvement of the biodiversity score of the Site.
Policy EC3 – The Regional Centre Within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged.	As above Policy EC3 will be supported due to the creation of a significant amount of employment space within the Regional Centre, which should be a focus for employment generating uses. £83m construction cost providing a temporary economic uplift supporting an estimated 781 construction jobs, and a further 510 induced jobs and 195 indirect jobs. Creating GVA totalling circa. £112m through the direct, indirect and induced impact of the construction phase. The Proposed Development has the potential to offer between 2,700 and 3,400 new full time jobs for the city once operational, beyond the construction jobs that will be created during the delivery phase.

Core Strategy Policy (2012)	Proposed Development Response
	The significant number of jobs will generate GVA of around £166.7m and wages of £86.7m each year.
Policy EC5 – East Manchester The Council will promote development which: - ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre; - takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops; - creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities; and - has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.	The major employment opportunity presented by the Proposed Development benefits from excellent accessibility by a range of non-car modes, with the New Islington Metrolink station, delivered during expansion in 2011, contained centrally within the Site. This provides direct connections to the City Centre and East Manchester. Similarly, a range of bus routes are provided adjacent to the site on Great Ancoats Street and Pollard Street. On Pollard Street, it is proposed to locate the bus stop to the main square and undertake rellevelling of the pavement so that the stop is improved in terms of accessibility. As a result of the Proposed Development, connectivity, access and an improved physical relationship with the Ashton Canal will be improved, which seeks to connect into the existing and proposed cycling and walking network. Approximately 557 cycle parking spaces with supporting facilities, such as lockers and showers, are proposed. Full accessibility credentials for the Site are provided within the Transport Assessment and Travel Plan. Sustainable and active modes of travel are promoted through the development by restricting car parking to accessible bays only. The Proposed Development has had regard to Listed Buildings and its potential impact. This impact is considered to be neutral in nature as set out in the Heritage Statement submitted with the Application.
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 and to prepare for carbon free modes of transport.	As set out in the Travel Plan and Transport Assessment submitted with the Application, the Proposed Development is in a highly sustainable location and seeks to capitalise on this through the promotion of non-car modes of transport. Improvements are proposed to the destination space for the Metrolink, cycle infrastructure, walking routes and links into planned investment.
Policy T2 – Accessibility 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	Proportionate to the Proposed Development, a Transport Assessment and Travel Plan have been submitted with the Application, which takes into account the Site's highly sustainable location and demonstrates that the Site is easily accessible by walking, cycling and public transport.

Core Strategy Policy (2012)	Proposed Development Response
Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections • Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. • Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.	The Proposed Development is car free, save for 5 accessible bays proposed on Pollard Street. This is reflective of the Site's highly sustainable location on the edge of the City Centre through a range of transport modes. Measures to improve take up of sustainable transport and non-car modes of transport are set out in the Travel Plan, including regular tenant surveys, bike to work schemes, as well as information on public transport options and timings.
Policy EN1 – Design Principles and Character Areas (City Centre Character Area) 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 areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals.	With regard to heritage, there are notable historic features of nearby listed buildings and structures that should be protected and enhanced as part of the Proposed Development. Whilst no physical works are proposed, the Heritage Statement submitted with the application demonstrates the impact of the Proposed Development with regard to the setting of identified heritage assets. This confirms that the impact is neutral overall. The Proposed Development will also re-establish the long term built form and provide a new grid and rich pattern of activity in the area, which has been so successful in Ancoats. In so doing, the Proposed Development seeks to create a landmark of existing heritage features as well as providing a new prestige frontage to Great Ancoats Street and re-establish the built form on Pollard Street. Active uses at ground level will enhance the site's positive contribution to the street level, and create new areas of activity within the site. The Proposed Development has been subjected to lengthy pre-application process and design reviews in relation to the public realm to maximise the value of new areas of open space. These new spaces will increase biodiversity of the site by over 30%, provide children play spaces, locations for outdoor temporary events and will maintained on an ongoing basis by the Applicant, who will retain an interest in the site in perpetuity. Funds will be ring-fenced to make sure that the maintenance of the site is financially supported.

Core Strategy Policy (2012)	Proposed Development Response
Policy EN3 – Heritage Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.	Heritage is an important part of the Proposed Development, which seeks to improve the setting of identified heritage assets. Although the site is not located in a conservation area, it can be viewed in context and from the nearby Ancoats Conservation Area. Overall, the Proposed Development is considered to be neutral in heritage terms as set out in the Heritage Assessment submitted with this application. With regard to the below ground remains, the application is supported by an Archaeological Assessment and Written Scheme of Investigation. This clarifies the likelihood of below ground remains and sets out a methodology for further investigation of the site below ground. The results of these investigations will be reported to the Local Planning Authority and the Greater Manchester Archaeological Advisory Service in order to disseminate the knowledge. Subject to the findings, there are possibilities of celebrating the site's heritage as part of the Proposed Development, such as highlighting the former canal arms that run across the site and perpendicular to the Ashton Canal. This would represent a re-use of the site's industrial past and secure reference to its legacy.
Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development: 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 glazing; and, • to meet residual energy requirements through the use of low or zero carbon energy generating technologies.	The Proposed Development is supported by an Energy Statement and Sustainability Strategy in order to set out the measures to reduce CO2 emissions during construction and operation. Improvements on Part L are achievable and the Proposed Development includes both PV cells and Ground Source Heat Pumps. The Proposed Development is seeking go beyond local Planning Policy. The Project team will carry out Whole Life Carbon modelling for Pollard Street. This modelling will be used to identify where improvements can be made. Whole life carbon means modelling the carbon embodied or emitted in the construction of the building and operational carbon that will be emitted in use. The key points to this approach are: • Carbon emitted in construction and manufacture of the building materials will be prioritised. • The design will be based on an all-electric strategy. The decarbonisation of the UK's electricity supply means that electrical energy emitted in 2035 and 2050 will have

Core Strategy Policy (2012)	Proposed Development Response
	much lower carbon emissions than energy use now. • Avoid operational energy improvements which result in higher whole life carbon from embodied carbon without clear lifetime savings. The project team are adopting RIBA 2025 and 2030 benchmarked targets as they are aligned with other industry guidance and strike a good balance between accessibility, achievability and aspiration. Full details are contained within the Sustainability Strategy prepared by Max Fordham.
Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target set out in EN6, unless this can be shown not to be viable. This should be demonstrated through an energy statement that will be expected to set out the projected regulated energy demand and associated CO₂ emissions for all phases of the development. The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). 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.	As above, there are a number of measures that are included in the Proposed Development to minimise construction and operational carbon and seeks to deliver a Net Zero Carbon Development as defined by the Green Building Council. An Energy Statement is provided in support of the Application, demonstrating compliance with Policy EN6 through modelling, and further measures beyond Part L to reduce CO₂ emissions are set out in the Sustainability Strategy prepared by Max Fordham. For example, the site will see the planting of a further 55 new trees and connect with existing waterways.
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. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: • Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways	The Proposed Development is supported by a Flood Risk Assessment and Drainage Strategy that sets out the measures to reduce surface water run offs and the discharge rates have been agreed with the LLFA and other statutory consultees. Green walls and significant greening of the space is proposed in order to minimise the propensity for the site to be impacted by the heat island effect or rising temperatures. The building itself seeks to deliver best practice u-values for windows and passive solar gain from the sun. This application is supported by a Ventilation Strategy prepared by Max Fordham that seeks to set out the methods for the internal spaces to be ventilated. In order to minimise energy

Core Strategy Policy (2012)	Proposed Development Response
• The need to control overheating of buildings through passive design • The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO₂ mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.	requirements for buildings b and c, natural ventilation is proposed and the other buildings (A, D and E) are proposed to include mechanical ventilation in highly thermally efficient buildings that benefit from passive solar gain. On this basis, potential for overheating is managed through the ventilation strategy proposed. The Proposed Development seeks to provide a connection in a wider network of spaces that is promoted through the Ashton Canal and the delivery of improved walking and cycling routes in and around the site. Overall, the Proposed Development is targeting to be a Net Zero Carbon Development as per the Green Building Council's definition, which requires further assessment prior to the building becoming operational to validate the modelling previously undertaken.
Policy EN9 – Green Infrastructure New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.	The Proposed Development will deliver built form on an existing piece of amenity grassland, which provides a valuable local resource. It will reduce the overall amount of space within the site boundary currently comprising public realm, but will deliver significant improvements in terms of the overall quality of the public realm. In short, the Proposed Development will deliver a site with improvements to biodiversity, functionality through play spaces, routes to improve accessibility and will benefit from long term management from the Applicant. It is considered that the improvements to the public realm provided by the Proposed Development outweighs any potential loss of green infrastructure, in addition to the wider regeneration benefits of the scheme, to deliver comprehensive sustainable development.
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.	This Application is supported by a Waste Management Strategy set out in the Transport Assessment and measures to manage construction waste are set out in the Outline Construction Management Plan, which will be developed further by the chosen contractor and secured by way of Planning Condition. Further measures with regard to ensuring sustainable waste management is encouraged during operation through the Community Wealth Partnership, which seeks to eliminate single use

Core Strategy Policy (2012)	Proposed Development Response
	plastics, deliver composting and encourages tenants to easily make more sustainable choices.
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 Proposed Development, as set out in this Statement and the supporting information submitted with the application, has had due consideration to all development management policies. It is considered that the Proposed Development will represent an improvement in many environmental conditions and support safety and accessibility of the site overall.

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

The Guide to Development SPD sets out the design principles and standards that the City Council expects new development to achieve. The key principles and standards of relevance to the Proposed Development are set out in the table below.

Guide to Development SPD (2007)	
The City's Heritage is an Asset. The SPD advocates that buildings of architectural and historic importance together with their setting will be preserved and enhanced.	With regard to heritage, there are notable historic features of nearby listed buildings and structures that should be protected and enhanced as part of the Proposed Development. Whilst no physical works are proposed, the Heritage Statement submitted with the application demonstrates the impact of the Proposed Development with regard to the setting of identified heritage assets. This confirms that the impact is neutral overall. The Proposed Development will also re-establish the long term built form and provide a new grid and rich pattern of activity in the area, which has been so successful in Ancoats.
Minimising the Impact of Car Parking - The SPD recognising the demands for car parking within new development proposals. It recommends that the reliance of car parking should be reduced by ensuring easy access to amenities including public transport are provided.	The Proposed Development is car free, save for 5 accessible bays proposed on Pollard Street. This is reflective of the Site's highly sustainable location on the edge of the City Centre through a range of transport modes. Measures to improve take up of sustainable transport and non-car modes of transport are set out in the Travel Plan, including regular tenant surveys, bike to work schemes, as well as information on public transport options and timings.

Guide to Development SPD (2007)

Adaptability - The SPD requires that new development should be easy to main and adapt. Successful developments should be sustainable and flexible so that as the need and requirements change over time and new users and functions take over, buildings should not have to be redevelopment again in a relatively short period.

The buildings within the Proposed Development are highly adaptable in terms of the size and scale of their internal floorplates, with division between spaces easily modified in the future. It is designed to suit a range of occupiers with a range of potential needs to ensure that the building do not need to be comprehensively redesigned to align with new trends and ways of working.

Energy Efficiency

The SPD encourages high standards of energy efficiency in new development and requires developers to considered necessary steps to reduce energy demand at earlier stages of design. It encourages proposal to minimise reliance on energy using equipment for heating, cooling, lighting and natural ventilation.

The Proposed Development is supported by an Energy Statement and Sustainability Strategy in order to set out the measures to reduce CO2 emissions and energy demands during construction and operation. Improvements on Part L are achievable and the Proposed Development includes both PV cells and Ground Source Heat Pumps.

The Proposed Development is seeking go beyond local policy and the Project team will carry out Whole Life Carbon modelling for Pollard Street. This modelling will be used to identify where improvements can be made and allow the scheme to align with the GBC's Net Zero Carbon development definition.

Whole life carbon means modelling the carbon embodied or emitted in the construction of the building and operational carbon that will be emitted in use.

Saved Policies of the Manchester Unitary Development Plan (1995)

The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of polices were saved on 11 July 2012 and remain extant including DC18.1 Conservation Areas which is relevant to the Proposed Development.

Saved UDP Policy (1995)

DC26.1 Development and Noise: 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. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.

The Proposed Development, as set out in this Statement and the supporting information submitted with the application, has had due consideration to DC26.1. The application is supported by an Acoustic Assessment that sets out limits in terms of noise levels and measures in which to mitigate the impact of potential noise sources through detailed design stages and into operation.

Deloitte.

Real Estate

This report has been prepared for AG GP Manchester Pollard B.V. (the Applicant) and on the understanding that it will be made publically available.

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The information contained within this report is provided to assist AG GP Manchester Pollard B.V. with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

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Appendix B – Original and Revised Planning Condition Wording

The Conditions set out in this section are proposed to be updated under each respective heading below, setting out the approved condition wording and proposed revised wording. All other condition wording remains as per 128191/FO/2020.

Condition 3 – Approved Drawings

To reflect design development as set out in this Planning Statement Addendum, the Design and Access Statement Addendum and supporting planning drawings, the revised wording of Condition 3 is as follows, with changes marked in **bold**:

3) The development hereby approved shall be carried out in accordance with the following drawings and documents:

PLS-HBA-D-00-DR-A-08-0130 Rev P01 (Building D - GA Plan - Ground Floor); PLS-HBA-D-01-DR-A-08-0131 Rev P01 (Building D - GA Plan - First Floor); PLS-HBA-D-02-DR-A-08-0132 Rev P01 (Building D - GA Plan - Second Floor); PLS-HBA-D-03-DR-A-08-0133 Rev P01 (Building D - GA Plan - Third Floor); PLS-HBA-D-04-DR-A-08-0134 Rev P01 (Building D - GA Plan - Fourth Floor); PLS-HBA-D-05-DR-A-08-0135 Rev P01 (Building D - GA Plan - Fifth Floor); PLS-HBA-D-06-DR-A-08-0136 Rev P01 (Building D - GA Plan - Sixth Floor); PLS-HBA-D-07-DR-A-08-0137 Rev P01 (Building D - GA Plan - Seventh Floor); PLS-HBA-E-00-DR-A-08-0140 Rev P01 (Building E - GA Plan - Ground Floor); PLS-HBA-E-01-DR-A-08-0141 Rev P01 (Building E - GA Plan - First Floor); PLS-HBA-E-02-DR-A-08-0142 Rev P01 (Building E - GA Plan - Second Floor); PLS-HBA-E-03-DR-A-08-0143 Rev P01 (Building E - GA Plan - Third Floor); PLS-HBA-E-04-DR-A-08-0144 Rev P01 (Building E - GA Plan - Fourth Floor); PLS-HBA-E-05-DR-A-08-0145 Rev P01 (Building E - GA Plan - Fifth Floor); PLS-HBA-E-06-DR-A-08-0146 Rev P01 (Building E - GA Plan - Sixth Floor); PLS-HBA-E-07-DR-A-08-0147 Rev P01 (Building E - GA Plan - Seventh Floor); PLS-HBA-E-MR-DR-A-08-0148 Rev P01 (Building E - GA Plan - Main Roof); PLS-HBA-E-RE-DR-A-08-0149 Rev P01 (Building E - GA Plan - Roof Enclosure); PLS-HBA-E-ZZ-DR-A-08-0240 Rev P01 (Building E - GA North Elevation); PLS-HBA-E-ZZ-DR-A-08-0241 Rev P01 (Building E - GA South Elevation); PLS-HBA-E-ZZ-DR-A-08-0242 Rev P01 (Building E - GA East Elevation); PLS-HBA-E-ZZ-DR-A-08-0243 Rev P01 (Building E - GA West Elevation); PLS-HBA-E-ZZ-DR-A-08-0304 Rev P01 (Proposed Building E – GA Sections); PLS-HBA-E-ZZ-DR-A-08-0440 Rev P01 (Proposed Building E - Bay Elevation) PLS-HBA-E-ZZ-DR-A-08-0614 Rev P01 (Building E - Signage Strategy)

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

PLS-HBA-A-00-DR-A-08-0100 Rev P02 (Building A GA Ground Floor); PLS-HBA-A-01-DR-A-08-0101 Rev P02 (Building A GA 1st floor); PLS-HBA-A-02-DR-A-08-0102 Rev P02 (Building A GA 2nd floor); PLS-HBA-A-03-DR-A-08-0103 Rev P02 (Building A GA 3rd floor); PLS-HBA-A-04-DR-A-08-0104 Rev P02 (Building A GA 4th floor); PLS-HBA-A-05-DR-A-08-0105 Rev P02 (Building A GA 5th floor); PLS-HBA-A-06-DR-A-08-0106 Rev P02 (Building A GA 6th floor); PLS-HBA-A-07-DR-A-08-0107 Rev P02 (Building A GA 7th floor); PLS-HBA-A-MR-DR-A-08-0108 Rev P02 (Building A GA Main Roof); PLS-HBA-A-RE-DR-A-08-0109 Rev P02 (Building A GA Roof Enclosure); PLS-HBA-A-ZZ-DR-A-08-0200 Rev P02 (Building A - GA North Elevation); PLS-HBA-A-ZZ-DR-A-08-0201 Rev P02 (Building A - GA South Elevation); PLS-HBA-A-ZZ-DR-A-08-0202 Rev P02 (Building A - GA East Elevation); PLS-HBA-A-ZZ-DR-

A-08-0203 Rev P02 (Building A - GA West Elevation); PLS-HBA-A-ZZ-DR-A-08-0300 Rev P02 (Proposed Building A – GA Sections); PLS-HBA-A-ZZ-DR-A-08-0400 Rev P02 (Proposed Building A – Bay Elevation); PLS-HBA-B-00-DR-A-08-0113 Rev P02 (Building B - GA Plan - Ground Floor); PLS-HBA-B-01-DR-A-08-0113 Rev P02 (Building B - GA Plan - First Floor); PLS-HBA-B-02-DR-A-08-0113 Rev P02 (Building B - GA Plan - Second Floor); PLS-HBA-B-03-DR-A-08-0113 Rev P02 (Building B - GA Plan – 3rd Floor); PLS-HBA-B-04-DR-A-08-0114 Rev P02 (Building B - GA Plan – 4th Floor); PLS-HBA-B-MR-DR-A-08-0115 Rev P02 (Building B - GA Plan – main roof); PLS-HBA-B-RE-DR-A-08-0116 Rev P02 (Building B - GA Plan – roof enclosure); PLS-HBA-B-ZZ-DR-A-08-0210 Rev P02 (Building B - GA North Elevation); PLS-HBA-B-ZZ-DR-A-08-0211 Rev P02 (Building B - GA South Elevation); PLS-HBA-B-ZZ-DR-A-08-0212 Rev P02 (Building B - GA East and West Elevations); PLS-HBA-B-ZZ-DR-A-08-0301 Rev P02 (Building B - GA Sections); PLS-HBA-B-ZZ-DR-A-08-0410 Rev P02 (Building B – Bay Elevation); PLS-HBA-C-00-DR-A-08-0120 Rev P02 (Building C - GA Plan - Ground Floor); PLS-HBA-C-01-DR-A-08-0121 Rev P02 (Building C - GA Plan - First Floor); PLS-HBA-C-02-DR-A-08-0122 Rev P02 (Building C - GA Plan - Second Floor); PLS-HBA-C-03-DR-A-08-0123 Rev P02 (Building C - GA Plan – 3rd Floor); PLS-HBA-C-04-DR-A-08-0124 Rev P02 (Building C - GA Plan – 4th Floor); PLS-HBA-C-MR-DR-A-08-0125 Rev P02 (Building C - GA Plan – main roof); PLS-HBA-C-RE-DR-A-08-0126 Rev P02 (Building C - GA Plan – roof enclosure); PLS-HBA-C-ZZ-DR-A-08-0220 Rev P02 (Building C - GA North Elevation); PLS-HBA-C-ZZ-DR-A-08-0221 Rev P02 (Building C - GA South Elevation); PLS-HBA-C-ZZ-DR-A-08-0222 Rev P02 (Building C - GA East and West Elevations); PLS-HBA-C-ZZ-DR-A-08-0302 Rev P02 (Building C - GA Sections); PLS-HBA-C-ZZ-DR-A-08-0420 Rev P02 (Building C – Bay Elevation 01); PLS-HBA-C-ZZ-DR-A-08-0421 Rev P02 (Building C – Bay Elevation 02); PLS-HBA-SW-00-DR-A-08-0010 Rev P02 (Proposed Site Plan - Ground Floor); PLS-HBA-SW-01-DR-A-08-0011 Rev P02 (Proposed Site Plan - First Floor); PLS-HBA-SW-02-DR-A-08-0012 Rev P02 (Proposed Site Plan - Second Floor); PLS-HBA-SW-03-DR-A-08-0013 Rev P02 (Proposed Site Plan - Third Floor); PLS-HBA-SW-04-DR-A-08-0014 Rev P02 (Proposed Site Plan - Fourth Floor); PLS-HBA-SW-05-DR-A-08-0015 Rev P02 (Proposed Site Plan - Fifth Floor); PLS-HBA-SW-06-DR-A-08-0016 Rev P02 (Proposed Site Plan - Sixth Floor); PLS-HBA-SW-07-DR-A-08-0017 Rev P02 (Proposed Site Plan - Seventh Floor); PLS-HBA-SW-MR-DR-A-08-0018 Rev P02 (Proposed Site Plan - Main Roof Level); PLS-HBA-SW-RE-DR-A-08-0019 Rev P02 (Proposed Site Plan - Roof Enclosure); PLS-HBA-SW-ZZ-DR-A-08-0003 Rev P02 (Proposed Site Plan); PLS-HBA-SW-ZZ-DR-A-08-0250 Rev P02 (Proposed Site Elevations 01); PLS-HBA-SW-ZZ-DR-A-08-0251 Rev P02 (Proposed Site Elevations 02); PLS-HBA-SW-ZZ-DR-A-08-0252 Rev P02 (Proposed Site Elevations 03); PLS-HBA-SW-ZZ-DR-A-08-0350 Rev P02 (Proposed Site Sections 01); PLS-HBA-SW-ZZ-DR-A-08-0351 Rev P02 (Proposed Site Sections 02); PLS-PLA-ZZ-00-DR-L-0001 Revision P09 (Landscape General Arrangement); PLS-PLA-ZZ-00-DR-L-1000 Revision P04 (Landscape Hardworks Plan); PLS-PLA-ZZ-00-DR-L-2000 Revision P07 (Landscape Softworks Plan); PLS-PLA-ZZ-00-DR-L-4000 Rev P05 (Existing Landscape Features – Removal, Relocation and Retention Plan); PLS-HBA-A-ZZ-DR-A-08-0610 Rev P02 (Building A - Signage Strategy); PLS-HBA-B-ZZ-DR-A-08-0611 Rev P02 (Building B - Signage Strategy); PLS-HBA-C-ZZ-DR-A-08-0612 Rev P02 (Building C - Signage Strategy)

All stamped and received by the City Council, as Local Planning Authority, on 10 May 2022.

Supporting information: Planning Statement prepared by Deloitte Real Estate; Design and Access Statement (including Public Realm and Landscaping Strategy) prepared Hawkins/Brown Architects and Planit-IE, including a schedule of accommodation; Statement of Consultation prepared by Deloitte Real Estate; Heritage Statement prepared by Deloitte Real Estate; Archaeological Desktop Report and Written Scheme of Investigation prepared by Salford Archaeology; Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations prepared by Amenity Tree Care; Air Quality Assessment prepared by BWB; Phase 1 Geo-environmental Statement and UXO Survey prepared by LK Projects and Phase 2 Investigation Scoping note prepared by Civic Engineers; Crime Impact Statement prepared by Greater Manchester Police; Travel Plan Framework prepared by Civic Engineers; Transport Assessment, including Servicing and Waste Strategy, prepared by Civic Engineers; Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown; Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham; M&E Strategy, including Ventilation and Extraction prepared by Max Fordham; Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers; Daylight/Sunlight Assessment prepared by Greyscanlanhill; Construction Management Plan prepared by Arcadis LLP; Community Wealth Partnership prepared by General Projects; Socio-Economic Report prepared by Ekosgen; Acoustic Survey prepared by Sandy Brown; TV Reception Survey prepared by G-tech Surveys; and Wind Assessment prepared by Architectural Aerodynamics.

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 29 October 2020; Consultation responses stamped as received by the City Council, as Local Planning Authority, on the 20 November 2020; Response to highways comments prepared by Civic Engineers stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020

Design and Access Statement Addendum prepared by Hawkins/Brown; Planning Statement Addendum prepared by Deloitte; Energy Statement Addendum prepared by Max Fordham; M&E Strategy Addendum prepared by Max Fordham; Acoustic Report update prepared by Sandy Brown.

All stamped and received by the Local Planning Authority on 10 May 2022.

Other conditions to be amended on the decision notice is as follows, with changes marked in **bold**:

17) Building Material Samples

Condition 17 is currently worded as follows:

Prior to the commencement of each phase of development, other than enabling works comprising site investigations and remediation, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a preparation of a sample panel(s)) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of each phase of the development.

Based on the detailed design and development of the façade details, we propose to reference an additional drawing highlighting the building specification as follows:

*Prior to the commencement of each phase of development, other than enabling works comprising site investigations and remediation, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a preparation of a sample panel(s)) and specifications of all materials to be used on all external elevations of the development, **in line with drawing reference XXXXXXXXXX, along** with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.*

The approved materials shall then be implemented as part of each phase of the development.

21) Hard and Soft Landscaping

Condition 21 is currently worded as follows:

21 (a) Notwithstanding drawings PLS-PLA-ZZ-00-DR-L-0001, PLS-PLA-ZZ-00-DRL-1000, PLS-PLA-ZZ-00-DR-L-2000, PLS-PLA-ZZ-00-DR-L-4000 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, prior to the first occupation of each phase of the development, details of hard and soft landscaping treatments (including works to the tram lines/stop, canal, Foundry wall, tree planting, street tree planting, boundary treatments, seating, planters and other items of street furniture and appropriate samples of materials of hard landscaping etc) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of each phase of the development and thereafter retained and maintained.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place."

Based on the updated co-ordinated landscaping drawings, the revised wording of Condition 21 is proposed as follows:

*21 (a) Notwithstanding drawings **PLS-PLA-ZZ-00-DR-L-0001 Revision P09 (Landscape General Arrangement); PLS-PLA-ZZ-00-DR-L-1000 Revision P04 (Landscape Hardworks Plan); PLS-PLA-ZZ-00-DR-L-2000 Revision P07 (Landscape Softworks Plan); PLS-PLA-ZZ-00-DR-L-4000 Rev P05 (Existing Landscape Features – Removal, Relocation and Retention Plan)**, stamped as received by the City Council, as Local Planning Authority, **on the 10 May 2022**, prior to the first occupation of each phase of the development, details of hard and soft landscaping treatments (including works to the tram lines/stop, canal, Foundry wall, tree planting, street tree planting, boundary treatments, seating, planters and other items of street furniture and appropriate samples of materials of hard landscaping etc) shall be submitted to and approved in writing by the City Council as local planning authority.*

(b) The approved scheme shall be implemented prior to the first occupation of each phase of the development and thereafter retained and maintained.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

24) Sustainability Compliance

Condition 24 is currently worded as follows:

24) The development hereby approved shall be carried out in accordance with the Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority, for each phase of the development.

Based on the revised energy strategy for the scheme, the new condition wording for condition 24 should be set out as follows:

*24) The development hereby approved shall be carried out in accordance with the Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, **and the Energy Statement Addendum prepared by Max Fordham stamped as received by the City Council, as Local Planning Authority, on 10 May 2022.** A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority, for each phase of the development **as approved under Condition 2 (Phasing).***

27) Waste Storage

Condition 27 is currently worded as follows:

27) Prior to the first operation of the commercial units as shown on drawings PLSHBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-

08-0130 and PLSHBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, a scheme for the storage (including segregated waste recycling) and disposal of refuse for the commercial elements within that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

In order to reflect the changes to the ground floor of development, including the relocation of waste storage areas, the revised wording of Condition 27 is as follows:

*27) Prior to the first operation of the commercial units as shown on drawings **PLS-HBA-SW-00-DR-A-08-0010 Rev P02, PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLSHBA-E-00-DR-A-08-0140 Rev P01** stamped as received by the City Council, as Local Planning Authority, **on 10 May 2022**, a scheme for the storage (including segregated waste recycling) and disposal of refuse for the commercial elements within that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.*

28) Ventilation for commercial units

Condition 28 is currently worded as follows:

*Prior to the first operation of each of the commercial units, as shown on drawings **PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140** stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.*

To reflect the design development and revised layout of the ground floor commercial units, the new wording of Condition 28 is as follows:

*Prior to the first operation of each of the commercial units, as shown on drawings **PLS-HBA-SW-00-DR-A-08-0010 Rev P02, PLS-HBA-A-00-DR-A-08-0100 Rev P02, PLS-HBA-B-00-DR-A-08-0110 Rev P02, PLS-HBA-C-00-DR-A-08-0120 Rev P02, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLSHBA-E-00-DR-A-08-0140 Rev P01** stamped as received by the City Council, as Local Planning Authority, on the 22 May 2022,, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.*

33) Cycle parking

Condition 33 is currently worded as follows:

33) The development hereby approved shall provide 557 cycle spaces. Prior to the occupation of each phase of the development, details of the location and number of cycle spaces for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented for that phase and retained and maintained in situ for as long as the development remains in operation.

To reflect the revised cycle parking numbers, the new condition wording of Condition 33 should be set out as follows:

*33) The development hereby approved shall provide **528** cycle spaces. Prior to the occupation of each phase of the development **as approved under Condition 2 (Phasing)**, details of the location and number of cycle spaces for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.*

*The approved details shall be implemented **for each phase identified in Condition 2** and retained and maintained in situ for as long **as each phase of** the development remains in operation.*

34) Accessible Parking Bays

Condition 34 is currently worded as follows:

34) Prior to the first occupation of each phase of the development hereby approved, the demarcation of 5 disabled parking bays (including one adapted for car club) shall be carried out in accordance with PLS-HBA-SW-ZZ-DR-A-08-0003 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020.

The spaces shall be laid out, demarcated and made available. The disabled car parking layout shall be retained and maintained for as long as the development remains in operation.

To allow accessible parking spaces to be delivered in accordance with each phase, as approved under Condition 2, the new condition wording should be set out as follows:

*34) Prior to the first occupation of each phase of the development hereby approved, the demarcation of 5 disabled parking bays (including one adapted for car club) shall be carried out in accordance **with PLS-PLA-ZZ-00-DR-L-1000 (Revision P05)** stamped as received by the City Council, as Local Planning Authority **on 10 May 2022**.*

*The spaces shall be laid out, demarcated and made available **as relevant to each phase of development**. The disabled car parking layout shall be retained and maintained for as long **as each phase of the** development remains in operation.*

35) Footpaths/reinstatement

Condition 35 is currently worded as follows:

35) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Pollard Street, Great Ancoats Street and Munday Street shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees and pedestrian and cycling improvements. These footway improvements shall include details of materials, including other high-quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;*
- Creation of servicing and disabled bays (including car club bay) to Great Ancoats Street and Pollard Street;*
- Amendments to traffic regulations order along Pollard Street; and*
- Narrowing of Pollard Street including relocation of bus stop.*

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

The new condition wording should be set out as follows:

35) Prior to use of each phase of the development **as approved under Condition 2 (Phasing)**, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Pollard Street, Great Ancoats Street and Munday Street as falls **within the boundary of Phase 1 of development, in accordance with PLS-PLA-ZZ-00-DR-L-1000 (Revision P05) stamped as received by the City Council, as Local Planning Authority on 10 May 2022** shall be submitted for approval in writing by the City Council, as Local Planning Authority. *For the avoidance of doubt this shall include the following:*

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees and pedestrian and cycling improvements. These footway improvements shall include details of materials, including other high-quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;

- Creation of servicing and disabled bays (including car club bay) to Great Ancoats Street and Pollard Street;

- Amendments to traffic regulations order along Pollard Street; and

- Narrowing of Pollard Street including relocation of bus stop.

*The approved scheme shall be implemented and be in place prior to **the first occupation of each phase of the development, as identified in Condition 2**, the development hereby approved and thereafter retained and maintained in situ.*

39) Commercial Unit uses

Condition 39 is currently worded as follows:

39) The commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 can be occupied as Class E (excluding convenience retail) and theatre/bars (Sui Generis) and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first operation of the commercial unit to be implemented shall thereafter be the permitted use of that unit.

To ensure that the decision notice reflects the proposed layout of the ground floor commercial units, Condition 39 should be worded as follows:

*39) The commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 **Rev P02**, PLS-HBA-A-00-DR-A-08-0100 **Rev P02**, PLS-HBA-B-00-DR-A-08-0110 **Rev P02**, PLS-HBA-C-00-DR-A-08-0120 **Rev P02**, PLS-HBA-D-00-DR-A-08-0130 **Rev P01** and PLS-HBA-E-00-DR-A-08-0140 **Rev P01** stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 can be occupied as Class E (excluding convenience retail) and theatre/bars (Sui Generis) and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first operation of the commercial unit to be implemented shall thereafter be the permitted use of that unit.*

40) External area management

Condition 40 is currently worded as follows:

*40) In the event that any of the commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 **Rev P01**, PLS-HBA-A-00-DR-A-08-0100 **Rev P01**, PLS-HBA-B-00-DR-A-08-0110 **Rev P01**, PLS-HBA-C-00-DR-A-08-0120 **Rev P01**, PLS-HBA-D-00-DR-A-08-0130 **Rev P01** and PLS-HBA-E-00-DR-A-08-0140 **Rev P01** stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 are occupied as restaurant/café or drinking establishment, prior to their first operation the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:*

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:

o Dispersal policy;

o Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

To reflect the revised layout of ground floor commercial units, Condition 40 is proposed to be worded as follows:

*40) In the event that any of the commercial units, as indicated on drawing PLS-HBA-SW-00-DR-A-08-0010 **Rev P02**, PLS-HBA-A-00-DR-A-08-0100 **Rev P02**, PLS-HBA-B-00-DR-A-08-0110 **Rev P02**, PLS-HBA-C-00-DR-A-08-0120 **Rev P02**, PLS-HBA-D-00-DR-A-08-0130 **Rev P01** and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 are occupied as restaurant/café or drinking establishment, prior to their first operation the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:*

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:

o Dispersal policy;

o Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

41) Unit Subdivision

Condition 41 is currently worded as follows:

41) The commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

To show the new layout of ground floor commercial units, we propose that Condition 41 is worded as follows:

*41) The commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010 **Rev P02**, PLS-HBA-A-00-DR-A-08-0100 **Rev P02**, PLS-HBA-B-00-DR-A-08-0110 **Rev P02**, PLS-HBA-C-00-DR-A-08-0120 **Rev P02**, PLS-HBA-D-00-DR-A-08-0130 **Rev P01** and PLS-HBA-E-00-DR-A-08-0140 **Rev P01** stamped as received by the City Council, as Local Planning Authority **on 10 May 2022**, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.*

44) Opening Hours

Condition 44 is currently worded as follows:

44) The opening hours for each of the commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 is as follows:

Sunday to Thursday 08:00 to 23:30

Friday and Saturday 08:00 to 00:30

There shall be no amplified sound or any amplified music at any time within the units.

To reflect the updated ground floor layout of commercial units, we propose that condition 44 is worded as follows:

"The opening hours for each of the commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 **Rev P02** , PLS-HBA-A-00-DR-A-08-0100 **Rev P02**, PLS-HBA-B-00-DR-A-08-0110 **Rev P02**, PLS-HBA-C-00-DRA-08-0120 **Rev P02**, PLS-HBA-D-00-DR-A-08-0130 Rev P01 and PLS-HBA-E-00-DR-A-08-0140 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 is as follows:

Sunday to Thursday 08:00 to 23:30

Friday and Saturday 08:00 to 00:30

There shall be no amplified sound or any amplified music at any time within the units."

47) Shop front and roller shutters

Condition 47 is currently worded as follows:

47) Prior to the first use of each of the commercial units as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00- DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises with the exception of the hanger units to Building C. The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ

In order to extend the remit of the condition and to allow for flexibility in the design of the shopfronts depending on the occupiers. The new condition wording should therefore be set out as follows:

*47) Prior to the first use of each of the commercial units as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 **Rev P02**, PLS-HBA-A-00-DR-A-08-0100 **Rev P02**, PLS-HBA-B-00- DR-A-08-0110 **Rev P02**, PLS-HBA-C-00-DR-A-08-0120 **Rev P02**, PLS-HBA-D-00-DR-A-08-0130 **Rev P01** and PLS-HBA-E-00-DR-A-08-0140 **Rev P01** stamped as received by the City Council, as Local Planning Authority on **10 May 2022, details of temporary and/or permanent shop frontages, including roller shutters**, to the ground floor of the premises shall be submitted for approval in writing by the City Council **for each relevant phase of development as identified in Condition 2**, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises with the exception of the hanger units to Building C. The approved details shall be implemented prior to the first occupation of each of the commercial units **in each relevant phase** and thereafter retained and maintained in situ.*

49) Acoustic Attenuation

Condition 49 is currently worded as follows:

49) a) Prior to the first operation of each of the ground floor commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08- 0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of how the commercial units will be acoustically insulated and treated to limit the break out of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment. For the avoidance of doubt, where entertainment noise is proposed the Laeq (entertainment noise) shall be controlled to 10 db below the La90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each of the commercial units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ."

The new condition wording should be set out as follows:

*49) a) Prior to the first operation of each of the ground floor commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010 **Rev P02** , PLS-HBA-A-00-DR-A-08-0100 **Rev P02**, PLS-HBA-B-00-DR-A-08-0110 **Rev P02**, PLS-HBA-C-00-DRA-08-0120 **Rev P02**, PLS-HBA-D-00-DR-A-08-0130 **Rev P01** and PLS-HBA-E-00-DR-A-08-0140 **Rev P01** stamped as received by the City Council, as Local Planning Authority, on 10 May 2022, details of how the commercial units will be acoustically insulated and treated to limit the breakout of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study*

of the premises and a scheme of acoustic treatment. For the avoidance of doubt, where entertainment noise is proposed the L_{aeq} (entertainment noise) shall be controlled to 10 db below the L_{a90} (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each of the commercial units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

51) Outside Seating Areas

51) Prior to the first operation of the commercial units as indicated on drawings PLSHBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLSHBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on 05 October 2020, the details of any outside seating areas shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the area to be used, details of any barriers, seating and other structures together with a management strategy for removing any seating after use. The approved details shall be implemented as part of the use.

The use of any external seating areas shall cease at 21:00 daily and there shall be no use of amplified sound or any music at any time within this area at any time."

To ensure that the external seating areas can align with newly proposed ground floor commercial layouts, the new condition wording should be set out as follows:

*51) Prior to the first operation of the commercial units as indicated on drawings PLSHBA-SW-00-DR-A-08-0010 **Rev P02**, PLS-HBA-A-00-DR-A-08-0100 **Rev P02**, PLS-HBA-B-00-DR-A08-0110 **Rev P02**, PLS-HBA-C-00-DR-A-08-0120 **Rev P02**, PLS-HBA-D-00-DR-A-08-0130 **Rev P02** and PLSHBA-E-00-DR-A-08-0140 **Rev P02** stamped as received by the City Council, as Local Planning Authority, on **the 10 May 2022**, the details of any outside seating areas shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the area to be used, details of any barriers, seating and other structures together with a management strategy for removing any seating after use. The approved details shall be implemented as part of the use of each **phase approved under Condition 2**.*

The use of any external seating areas shall cease at 21:00 daily and there shall be no use of amplified sound or any music at any time within this area at any time.



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