



Jersey Wharf

Planning Statement (incorporating
Green & Blue Infrastructure Statement)

May 2022

Contents

1.	Introduction	3
2.	Economic and Regeneration Context	9
3.	Site Description	22
4.	Development Proposals	27
5.	Planning Policy Assessment	34
6.	Summary	64
	Appendix A: Compliance with the Poland Street Zone NDF	66
	Appendix B: Green and Blue Infrastructure Statement	70
	Appendix C: Climate Emergency Response	73

1. Introduction

- 1.1 This Planning Statement (the “Statement”) has been prepared by Deloitte LLP and is submitted to Manchester City Council (MCC) by Manchester Life Development Company 3 Limited (the ‘Applicant’, hereby referred to as ‘Manchester Life’), in respect of land bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east in Ancoats, Manchester (the ‘Site’). This Statement incorporates a Green and Blue Infrastructure Statement as required by Manchester City Council’s (MCC) Validation Checklist.
- 1.2 The Site comprises brownfield land of approximately 0.54 hectares, which is currently comprised of a low-rise warehouse with associated surface level car parking and is accessed from Jersey Street, and some greenspace along the eastern boundary. The Site is situated in the Ancoats and Beswick election ward. A full description of the Site is provided in Section 3 of this Statement, summarising its history and supportive planning context.
- 1.3 The Proposed Development comprises a residential-led development to deliver 190 residential units, ground floor commercial floorspace within two 8-storey buildings, cycle and car parking, hard and soft landscaping, access and servicing and other associated works.
- 1.4 The Proposed Development seeks the effective reuse of the Site which has been identified in various regeneration plans for over 20 years; including, most recently, the Poland Street Zone Neighbourhood Development Framework 2020 (hereby referred to as ‘the Poland Street NDF’) and the subsequent Public Realm Strategy addendum to the Poland Street NDF, which was endorsed in March 2022.
- 1.5 As such, the Site falls within an area and adjoining neighbourhoods, such as New Islington and Beswick, that have seen significant investment and transformation over the last 20 years. The Site is a key opportunity to build on the transformative work that has taken place to date.
- 1.6 Ancoats is now one of the most sought-after neighbourhoods in Manchester and the Poland Street NDF provides a strategy for the area in order to guide its positive regeneration and deliver an attractive and successful neighbourhood of choice where increasing numbers of people would choose to live, work and invest.
- 1.7 As recognised within the Poland Street NDF, the majority of the new development to date has been centred on Cutting Room Square and in New Islington, with the area beyond historically seeing very little new development. The NDF responds to the fact that the Poland Street Zone is one of the next key areas of regeneration highlighted in planning guidance.
- 1.8 Manchester has seen unprecedented population growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. As a result, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester’s Residential Quality Guidance, within neighbourhoods of choice.
- 1.9 This Proposed Development will deliver high quality residential-led development in accordance with the strategic priorities of the City.
- 1.10 This Statement assess the Proposed Development against the requirements of the Development Plan and other material considerations that inform the decision-making process.

Proposed Development

Description of Development

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

“Application for Full Planning Permission for demolition of existing structures and the erection of two 8 storey residential buildings (Use Class C3) with ancillary amenity space and ground floor commercial uses (Use Class E) , together with cycle and car parking, hard and soft landscaping, access and servicing arrangements and other associated works.”

- 1.12 A full description of the Proposed Development is provided in Section 4 of this Statement, and the supporting Design and Access Statement prepared by PRP Architects.

The Applicant

- 1.13 Manchester Life is a residential property development company supporting the sympathetic and sustainable redevelopment of Ancoats and New Islington into vibrant and inclusive communities. The multi-phased Manchester Life initiatives combines the best of public and private sector expertise to plan, finance, develop and manage a portfolio of high-quality homes that will support the emergence of East Manchester.
- 1.14 Manchester Life has delivered over 1,460 new homes for rent and sale and twenty commercial units across Ancoats and New Islington, including the refurbishment of the Grade II* Murrays' Mills. In July 2021, planning permission was secured for the delivery of another 118 high-quality apartments as well as the 'Mobility Hub', an innovative solution to reduce car ownership and increase sustainable modes of transport across the neighbourhood. Space for 14 local businesses has been provided across Manchester Life's developments with additional new units having opened in the summer 2021. Collectively, Manchester Life and their commercial tenants have won an unprecedented number of awards within two years of opening. Tenants have been identified, and leases managed closely to control opening hours and help create an attractive community for both businesses and residents, along with a vibrant daytime and evening economy.

Wider Development

- 1.15 The application relates to a Site known as Jersey Wharf and is one of six sites which has been identified for the next phase of development in the Ancoats and New Islington neighbourhood. The image below shows the six development sites with the Site which is identified as 'Manchester Life Housing':

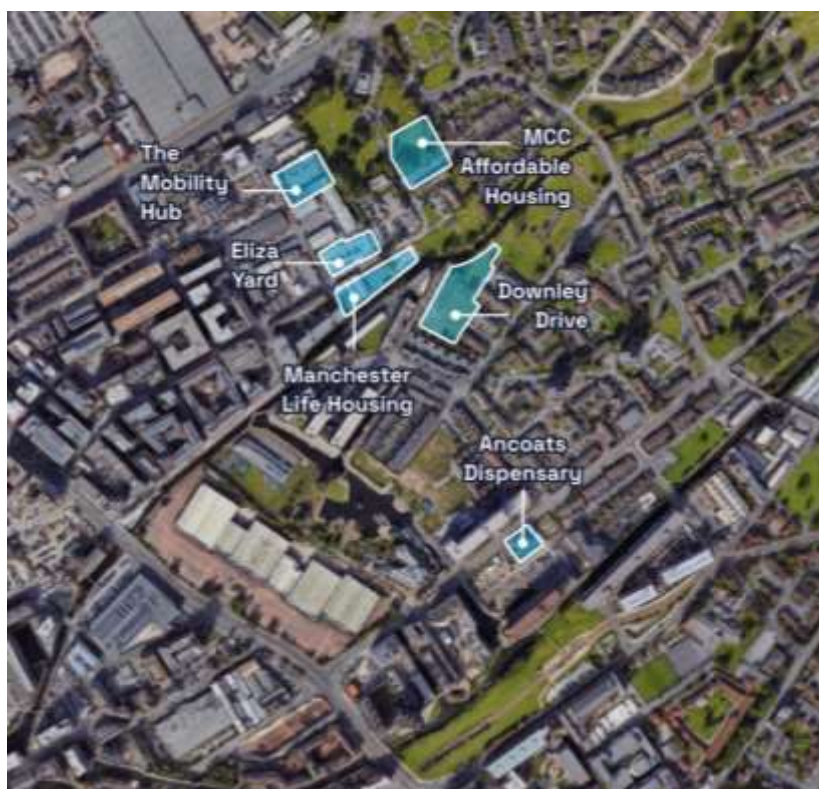


Figure 1.1 Development sites coming forward in the next phase of development in Ancoats in New Islington.

- 1.16 Four of these schemes were granted planning permission, and where necessary listed building consent by Manchester City Council Planning and Highways Committee in July 2021:
- Ancoats Dispensary (Planning Application ref: 130356/FO/2021) – development comprising 39 residential apartments within retained and refurbished facades of Ancoats Dispensary.
 - Eliza Yard (Planning Application ref: 130354/FO/2021) – development comprising 118 residential units and 583 sqm of commercial floorspace.
 - Mobility Hub (Planning Application ref: 130627/FO/2021) – Decentralised Delivery Hub promoting sustainable travel, comprising 150 bicycle stores, 221 sqm commercial floorspace, facilities to rent bicycles and 408 car parking spaces, accessible to Jersey Wharf residents.
 - Downley Drive (Planning Application ref: 130390/FO/2021) – development comprising 68 new homes in total with associated car and cycle use.
- 1.17 The remaining two sites are the Rodney Street accessible homes site which underwent consultation in February – March 2022, and the Jersey Wharf Site.
- 1.18 Upon completion, the six sites will provide the following high-level benefits with further discussion presented in Section 2:
- Over 500 new homes, including a large amount of affordable or accessible housing.
 - Active ground floor uses through the inclusion of commercial units.
 - An integrated transport hub encouraging active travel within the neighbourhood and beyond.
 - Redevelopment of the Grade II listed Ancoats Dispensary.
- 1.19 An addendum to the Poland Street Zone NDF was endorsed at Manchester City Council’s Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the ‘Poland Street Zone Public Realm Strategy’. It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night
- 1.20 One of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway, which is located to the east of Jersey Wharf. The Prussia Street Arm Greenway will create a simple linear green connection from Portugal Street to the Rochdale Canal, that celebrates the hidden alignment of the Prussia Street Canal Arm. The demolition of the Jersey Street bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Greenway to the Rochdale Canal. The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key city spaces through providing a direct link to the Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Arm, which will inform the character of this space. It will extend from Ancoats Green to the Rochdale Canal, creating a safe, level and pleasant pedestrian and cycle connection.

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 and highways authority, Greater Manchester Police; Historic England; the Water Safety Partnership Board; Local Elected Members; adjacent landowners and developers.
- 1.22 This consultation approach adheres to the requirements set out by national and local policy. In addition to this, the consultation scope was discussed with the local planning authority. A full description of the pre-application stakeholder engagement process, including responses to the key issues, are set out within the Statement of Consultation prepared by Deloitte and submitted as part of this application.
- 1.23 An extensive process of pre-application engagement has been implemented by the project team to ensure that the approach to the scheme's design development has been properly communicated and discussed and, where possible, points raised during these discussions have been taken into account. This exercise has taken place in two phases as set out below.

Phase 1: Ancoats Next Phase of Development

- 1.24 As the next step towards regeneration in the neighbourhood, Manchester Life worked alongside Great Places to prepare a public consultation on the early stage plans for the developments across the six sites between 8 December 2020 and 11 January 2021.
- 1.25 Further to an initial leaflet drop in November 2020 to approximately 4,600 local businesses and residents, a dedicated website for the next phase of development was used to gather the public's opinions on the schemes. Over the 5-week consultation period the website received 2,007 visitors and 102 responses. 91% of the respondents were local residents.
- 1.26 The Jersey Wharf development site was introduced in the consultation collateral as a residential scheme that was being taken forward by Manchester Life; however, there were no specific consultation questions relating to the Jersey Wharf development as the proposals were at a very early stage.
- 1.27 Following the completion of the consultation on 11 January 2021 the website was updated on 8 March 2021 to include a summary of the consultation comments that were received and an explanation of how the proposals will evolve in response to the comments.

Phase 2: Detailed Application Specific Consultation

- 1.28 A second phase of consultation on more detailed plans for the Jersey Wharf site took place between 21 March 2022 and 10 April 2022.
- 1.29 A leaflet drop took place in March 2022 to the same 4,600 local businesses and residents that were invited to the first phase of consultation. The dedicated website was updated to include further details on the scheme. A total of 869 visits were made to the consultation website during the consultation period.
- 1.30 Additionally, an in-person drop-in session took place on 31 March at the Halle at St Michael's in Ancoats. The venue was chosen as it ensured ease-of-access for local residents and neighbours given its close proximity to the proposed site. The session was an opportunity for residents to learn more about the proposals, meet members of the project team, and provide feedback. Physical feedback forms were available at the event as an alternative to the online form.
- 1.31 A total of 37 responses were received via the online feedback form, the physical feedback forms and emails.

Environmental Impact Assessment (EIA) Screening

- 1.32 A formal Request for an EIA Screening Opinion was submitted to MCC on 14 September 2021 and a formal response was received from MCC on 15 October 2021. The key considerations for the Proposed Development

were set out in the Screening Opinion from Manchester City Council, which also confirmed the application did not need to be supported by an EIA.

Application Documentation

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

Document Title	Prepared by
Application Form and Certificates	Deloitte LLP
Site Location Plan	PRP
Full suite of existing and proposed plans, sections and elevations	PRP and Planit.ie
Design and Access Statement, including a schedule of accommodation	PRP
Heritage Assessment	KM Heritage
Archaeological Desk Based Assessment	Salford Archaeology
Flood Risk Assessment and Drainage Strategy	Curtins
Fire Engineering: Gateway One Planning Statement	Hoare Lea
Environmental Standards and Energy Statement	Buro Happold
Sustainability Statement	Buro Happold
Acoustic Report	Sandy Brown
Air Quality Assessment	Hoare Lea
Phase 2 Geo-environmental Survey (including Ground Gas Assessment)	E3P
Ecology Report	Tyler Grange
Arboricultural Impact Assessment and Method Statement	Tyler Grange
Biodiversity Net Gain Briefing Note	Tyler Grange
Transport Statement	Hydrock
Framework Travel Plan	Hydrock
Waste Management and Servicing Strategy (including MCC's Waste Proforma)	PRP
Framework Construction Management	MLDC
Local Labour Statement	MLDC
Crime Impact Statement	GMP

Document Title	Prepared by
Ventilation Statement	Buro Happold
Daylight and Sunlight Impact Assessment	GIA
TV Reception Survey and Broadband Connectivity Assessment	Pager Power
Residential Management Statement	MLDC
Financial Viability Assessment	Savills
Statement of Consultation	Deloitte LLP
Planning Statement	Deloitte LLP

Document Structure

1.34 The remainder of this Statement is structured as follows:

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

2. Economic and Regeneration Context

- 2.1 This Chapter details the socio-economic, planning and regeneration context and key drivers of change affecting Manchester City Centre and its eastward expansion into Ancoats and New Islington towards the Etihad Campus.

Ancoats and New Islington: The Journey So Far

- 2.2 The Proposed Development forms part of wider phase of development to take place in Ancoats and New Islington over the coming years. This will continue the area's transformation into a neighbourhood of choice which is now one of the most sought-after residential neighbourhoods in Manchester.
- 2.3 During the late 18th to early 20th century, Ancoats and New Islington was a thriving industrial district of Manchester, until it suffered significant economic decline during the post-war years.
- 2.4 The decline of Britain's textile industry saw Ancoats' population decline. Between 1970 and 1985 some 60 per cent of East Manchester's economic base was lost, leading to the loss of over 33,000 jobs in that period, along with a collapse in the skill base, the area's population and the demand for housing. The decline continued beyond 1985, albeit less dramatically. Over a fifty-year period, East Manchester's population fell from 164,000 in 1951 to 62,000 in 2001. This combination of employment and population loss left the area with significant amount of brownfield, vacant, and underused land and buildings along with a low value, low demand housing market operating in a less than ideal physical environment. The impacts on the communities and those who could not exercise a choice to leave was profound with high levels unemployment, poor service provision and significant levels of crime and anti-social behaviour prevalent across this part of the City.
- 2.5 By the 1990s the area was suffering from high levels of crime and dereliction. From the early 1990s onward the City Council has worked in conjunction with government agencies, businesses, community stakeholders and developer partners to develop and deliver comprehensive regeneration strategies in the area. However, the 2008 financial crisis halted many previous regeneration and placemaking efforts.
- 2.6 With the remaining community vulnerable and a severe housing shortfall in the city, Ancoats was identified as a priority area for intervention on the eastern edge of the City Centre. Following a series of coordinated interventions and partnerships, Ancoats has now seen its population grow and is noted as one of the most liveable communities in the country. Developers, landlords, cultural venues, local businesses and community groups now contribute towards community cohesion, safety, and the continued improvement of public spaces.
- 2.7 Critical infrastructure has been delivered including the completion of Cutting Room Square in 2010 and Cotton Field Park in 2011. A permanent home for the Manchester Grammar School sponsored New Islington Free School opened in September 2013. The delivery of the East Manchester Metrolink line in 2013 and other infrastructure, as well as the long-term focus on regeneration, has seen neighbourhoods in East Manchester re-energised. New homes have been delivered, facilitating the area's transformation into a neighbourhood of choice. Prominent local businesses include Rudy's which opened its first outlet in Ancoats in 2015, the Jane Eyre which was Manchester Life's first commercial tenant to open in 2018, Pollen Bakery who won Coffee Shop of the Year at the Manchester Food and Drink Festival 2019 and Mana which became the first restaurant in Manchester to be awarded a Michelin Star in 2019.

- 2.8 Manchester Life Development Company Ltd (Manchester Life) was established to deliver predominantly new homes in an eastward expansion of the City Centre, with the focus of investment initially being in the Ancoats and New Islington neighbourhoods, and with the ability in the medium to longer term to expand further eastwards towards the Etihad Campus.
- 2.9 Since the completion of Manchester Life's first scheme, Cotton Field Wharf, in late 2017, the pace of change in this area has been rapid. To date, Manchester Life has delivered 1,450 new homes to date whilst across the summer, planning permission has been secured for the delivery of another 118 high-quality apartments as well as the 'Mobility Hub', an innovative solution to reduce car ownership and increase sustainable modes of transport across the neighbourhood. Manchester Life's investment, including the conversion of two listed buildings, has transformed this area and cemented Ancoats and New Islington as neighbourhoods of choice. In terms of the properties that are rented, Manchester Life offer a minimum tenancy term of one year up to a maximum of three years. The initial take up has predominantly been limited to one year tenancies; however, over 80% of the tenants renewing for a subsequent term are electing to take longer tenancies up to 3 years at renewal. The average age of residents is within the 27 -34 age range with the youngest tenant aged 18 and the oldest 50 plus. The tenants represent a huge range of occupations from administrative roles, shop workers, solicitors, doctors, architects, teachers and retired downsizers.
- 2.10 Manchester Life's success alongside others means the time is right to look at the mix of housing that is appropriate for the next phase of development, including what proportions of social affordable and high value housing are needed to underpin a balanced and self-sustaining community. Manchester Life entered into a Memorandum of Understanding with Great Places Housing Group to collaborate on master planning and land assembly to deliver affordable housing in a range of different ways and tenures. This will help to ensure further phases continue to play a key role in meeting the City Council's housing policy objectives, particularly around affordability.
- 2.11 A central element to the neighbourhood's success has been a strong vision for regeneration, embedded within the Ancoats and New Islington Neighbourhood Development Framework originally prepared by Manchester City Council in 2012 and updated in 2016 and 2020. This is discussed in greater detail later in this section. However, another key component is partnership working to deliver maximum benefit at both a neighbourhood and city-wide scale. This joined-up approach has been a central element to the next, emerging phase of development which the Proposed Development is a part of.
- 2.12 Three landowners have come together to deliver this next phase of development: Manchester Life Development Company, Great Places Housing Group, and Manchester City Council. Between them the following six sites will be delivered, delivering substantial public benefits in addition to creating over 400 new homes across the neighbourhood.
- **Jersey Wharf, Ancoats** (the Site)– residential development of an underutilised site fronting the Rochdale Canal which will be brought forward by Manchester Life.
 - **Eliza Yard** – a residential development which will be delivered by Manchester Life.
 - **Ancoats Mobility Hub** – innovative neighbourhood infrastructure that seeks to challenge the conventions of parking, street usage, mobility, and logistics in a city centre environment which will be delivered and operated by a management company selected by Manchester Life Strategic Development Company Limited and Manchester City Council
 - **Downley Drive** – Affordable Housing development being delivered by Great Places.
 - **Ancoats Dispensary** – Affordable Housing development being delivered by Great Places that will facilitate the redevelopment of the Grade II Listed Ancoats Dispensary.
 - **Rodney Street** – the first of This City's residential developments including for at least 20% of the new homes to be at accessible rent levels.

- 2.13 As described earlier in this Statement, a coordinated public consultation exercise was undertaken between December 2020 and January 2021 to highlight the sites that were coming forward and to explain their combined benefits. It presented an opportunity for the community to communicate their priorities for their neighbourhood at an early stage. This exercise, and the output from it, is described in fully within the Statement of Consultation prepared by Deloitte which also accompanies this application.
- 2.14 In July 2021, four schemes were granted planning permission, and where necessary listed building consent: Eliza Yard; the Ancoats Mobility Hub; Downley Drive and the Ancoats Dispensary.
- 2.15 Additionally, in March 2022, a Public Realm Strategy addendum to the Poland Street Zone NDF was endorsed at Manchester City Council's Executive. The addendum provides a strategy for the public realm in the area and is intended to guide the design of the public realm across the neighbourhood. One of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway, which is located to the east of Jersey Wharf. In April 2022, a planning application for the demolition of the redundant Jersey Street bridge and associated works required to facilitate the re-grading of the road and public realm was submitted to Manchester City Council (planning application ref. 133406/VO/2022). The demolition of the Jersey Street bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Greenway to the Rochdale Canal. The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key city spaces through providing a direct link to the Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Arm, which will inform the character of this space. It will extend from Ancoats Green to the Rochdale Canal, creating a safe, level and pleasant pedestrian and cycle connection.
- 2.16 Jersey Wharf will help to complement the development coming forward in this phase of development and will further diversify and add considerable value to the offer within Ancoats and New Islington. It is considered that the following **collective benefits** will be delivered by the developments coming forward:

Social Benefits



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



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



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



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



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



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

Economic Benefits



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



Further job creation and additional economic benefits through the operation of commercial units. The Applicants estimate that 70 full time equivalent jobs will be created when the six sites are in operation.



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



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



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

Environmental Benefits



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



Creation of new public realm which will link into MCC's public realm strategy for the Poland Street Zone area.



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



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



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



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



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



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

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

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

Economic Context

Manchester – A Growing City

2.19 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.

- 2.20 With a current estimated population of 555,741¹ 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. Population growth in recent years has been particularly evident in a younger 20-24 and 25-39 years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.
- 2.21 Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit and do business. The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of approximately £75 billion, accounts for around two fifth of the North West's economic output². In 2021, almost one third of the £75 billion of GVA generated in Greater Manchester was produced in the City of Manchester.³ The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City. There is an access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.
- 2.22 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.
- 2.23 Manchester is one of the fastest growing cities in Europe. GMFM-2019 shows GVA growing at 1.6% per year up to 2037. Total employment is forecast to grow at 0.6% per year in GM, equating to a net increase of 183,000 jobs between 2017 and 2037. Employment growth is largely driven by Business, Financial, and Professional Services - accounting for 45% of the net increase in the total number of jobs in GM up to 2037.⁴

Encouraging the growth of a dynamic private sector

- 2.24 With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London.⁵
- 2.25 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.
- 2.26 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for

¹ Office for National Statistics, Population Estimates for UK, England and Wales, Scotland and Northern Ireland: mid-2020 – April 2021 Geography (released 22 Jan 2021), <https://www.ons.gov.uk/filter-outputs/f707b7dc-968c-4d8c-a1ab-f044d59b87ed>

² Office for National Statistics, Regional Gross Value Added (balanced) per head and income components tables (released 26 May 2021), <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

³ Office for National Statistics, *ibid*.

⁴ Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2019 <https://www.greatermanchester-ca.gov.uk/media/4829/economic-forecasts-for-greater-manchester-accessible-version.docx>

⁵ Ernst and Young (EY) EY UK Attractiveness Survey (June 2021), https://assets.ey.com/content/dam/ey-sites/ey-com/en_uk/topics/attractiveness/ey-uk-attractiveness-survey-2021.pdf

example. In addition, the North West is headquarters to tech companies including boohoo, Booking.com, AO.com as well as privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester and the Ministry of Justice have recently located within the NOMA area of Manchester in 2021⁶.

Mobile and Skilled Workforce

- 2.27 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City⁷. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester⁸.
- 2.28 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies.
- 2.29 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.
- 2.30 The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

National, Regional and City Region Connectivity

- 2.31 Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's travel to work area capacity (and therefore its pool of labour) and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.
- 2.32 Significant investment has been made in the Metrolink network, including the Manchester Airport link, which opened in 2015 and the Second City Crossing, which opened in 2017. An extension linking Cornbrook with the Trafford Centre and Trafford Park completed in 2020. Additionally, TfGM are currently developing a business case for extending the Manchester Airport line, using a £2.1 million grant from central government. These investments have led to the Metrolink offering substantial coverage across the Greater Manchester conurbation, with more in the pipeline to be developed. There is also strong access to mainline rail services from Manchester Piccadilly Station, Oxford Road Station and Deansgate Station. In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).
- 2.33 In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Residential supply and demand

- 2.34 Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. Indeed, the provision of new housing, which supports the attraction and retention of talent, which has helped fuel that growth.

⁶ Savills, *Market in Minutes: Manchester Offices* (May 2021) <https://pdf.euro.savills.co.uk/uk/office-reports/market-in-minutes-manchester-offices-spring-2021.pdf>

⁷ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

⁸ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education>.

- 2.35 As reported in Deloitte’s most recent Manchester Crane Survey, 14 new residential developments started on-site in 2021 bringing forward the construction of 3,729 new homes. Overall, the number of new homes under construction at year end 2021 was 10,717 across 40 sites, albeit a reduction of 14% in comparison with the 12,322 units across 46 sites at year end 2020. In short, residential demand remains strong, and notwithstanding significant levels of housing delivery, vacancy rates are reported as being very low (data suggests that empty property exemptions from rates of about 1% in the city centre), and take up of new accommodation very strong.⁹
- 2.36 The strength of the residential market is underpinned by the City’s resilient economic growth, investment in infrastructure and employment sector diversification. Office construction levels have remained resilient during the pandemic, with much of that space already pre-let, and the future pipeline of schemes either consented or in the planning process is strong. Retail, leisure and world class institutions based in the City Centre support the lifestyle aspirations and further underpins its strength as a place to live.¹⁰
- 2.37 Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand.¹¹ This is as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the city-centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester¹², strong demand for city centre living remains evident.
- 2.38 A prevalent trend in the City Centre’s residential market is the delivery of Build to Rent accommodation.
- 2.39 Given Jersey Wharf’s strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new homes to support population and economic growth. The edge of City Centre location offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment. Whilst practically self-sufficient as a neighbourhood in terms of its offer to residents, it is also a short walk from the city centre, the Northern Quarter, Piccadilly and the Etihad Campus, as well as the rest of the regional centre which provide further cultural, leisure, retail and arts facilities. Jersey Wharf, in addition to the other developments which were approved in 2021, will provide the next phase of development in the Ancoats and New Islington neighbourhood and will build upon the success of the wider Ancoats and New Islington neighbourhood.

Strategic Context

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

- 2.40 The Greater Manchester Strategy sets a vision “to make Greater Manchester one of the best places in the world to grow up, get on, and grow old”. The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn
 - Priority 2: Young people equipped for life
 - Priority 3: Good jobs, with opportunities for people to progress and develop

⁹ Deloitte, Manchester Crane Survey 2022.

¹⁰ Ibid

¹¹ JLL, How new high-rise apartments are transforming Manchester (2019), <https://www.jll.co.uk/en/trends-and-insights/cities/how-new-high-rise-apartments-are-transforming-manchester>

¹² Manchester City Council – Monthly Economic Update – December 2020

- Priority 4: A thriving and productive economy in all parts of Greater Manchester
- Priority 5: World-class connectivity that keeps Greater Manchester moving
- Priority 6: Safe, decent and affordable housing
- Priority 7: A green city-region and a high-quality culture and leisure offer for all
- Priority 8: Safer and stronger communities
- Priority 9: Healthy lives, with quality care available for those that need it
- Priority 10: An age-friendly city-region

Our Manchester Strategy – Forward to 2025

- 2.41 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. 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.
- 2.42 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.
- 2.43 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.
- 2.44 The latest iteration of the Our Manchester Strategy (March 2021) captured the views of people from across the city with over 3,800 residents, businesses, voluntary and community sector, public sector partners and wider stakeholders providing their views on what Manchester’s priorities should be. As such, the draft Strategy fully reflects the priorities of residents, businesses, organisations and partners.
- 2.45 The refreshed Strategy incorporates feedback received from Our Manchester Forum and Executive Members but retained the original Strategy’s five themes (A Thriving and Sustainable City; A Highly Skilled City; A Progressive and Equitable City; A Liveable and Zero Carbon City; and A Connected City) as well as reflecting the need to respond to COVID-19.

Manchester's Green and Blue Infrastructure Strategy (2015)

- 2.46 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.
- 2.47 The vision for green and blue infrastructure in Manchester is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.
- 2.48 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. A summary of how the Proposed Development responds to the strategy is provided in Appendix B of this Statement.

Affordable Housing

- 2.49 In September 2019 the Council's Executive Committee received a report entitled Delivering Manchester's Affordable Homes to 2025. This report provided details of how the Council and its partners will deliver a minimum of 6,400 Affordable Homes from April 2015 to March 2025.
- 2.50 It notes that the starting point for development should be to deliver a policy compliant provision of 20% Affordable Housing however, this is subject to viability. Where proposals do not include 20% Affordable Housing, they will need to include a viability appraisal that will be robustly tested and analysed by MCC and an independent surveyor.
- 2.51 The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.
- 2.52 In March 2020 the Council's Executive received an additional report on the delivery of new affordable homes which built on the previous report considered by the Executive in September 2019. The report proposed two main streams of delivery for affordable homes in the city.
- 2.53 In June 2020 the Council's Executive Committee received a report entitled Housing Delivery Company which outlined plans for the creation of a Housing Development and Management company. This proposed vehicle would provide direct delivery options for a range of new affordable homes utilising City Council land assets.
- 2.54 In November 2021 the Council's Executive Committee received a report entitled 'This City: Manchester's Housing Delivery Vehicle Business Case' which provided more details about the delivery company. It outlined that This City will have the ability to deliver up to 500 new homes per year, with a minimum of 20% let as an 'Accessible Rent' which is defined as at or below Local Housing Allowance rates.

City Centre Transport Strategy (2021)

- 2.55 A Draft City Transport Strategy to 2040 was published for consultation in October 2020 covering both central Manchester and Salford. The City Centre Transport Strategy was the subject of a focused 'listening' exercise in summer 2018 and targeted engagement during winter 2019/2020. The final version of the City Centre Transport Strategy was endorsed by Manchester City Council's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.

- 2.56 The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit.
- 2.57 As part of the Transport Strategy, the 'City Centre Triangle' has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the Covid-19 pandemic and the Northern Quarter Bee Network scheme. After securing funding, this intervention will consider some of the remaining links in the City Centre Triangle, particularly on Deansgate Liverpool Rd, Aytoun St and Whitworth St to provide Network standard infrastructure that connects the heart of the City Centre.
- 2.58 It will build upon the Northern and Eastern Gateway intervention that creates a new continuous cycling and walking route, linking the areas to the north and east of the city – Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter – to each other and the city centre. It will be safer, greener and better for everyone – especially for those traveling on foot and by bike – as well as other transport users.

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

- 2.59 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.
- 2.60 The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.
- 2.61 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.
- 2.62 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.
- 2.63 On 13th March 2019, Manchester City Council fully endorsed the draft Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim of being a zero-carbon city by 2038. Building from this, on 10 July 2019, Manchester City Council debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.
- 2.64 Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

- 2.65 Following this commitment, the Council’s Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020 which has been produced by the Manchester Climate Change Partnership and Agency. Within this, all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, all new development will need to be zero carbon from 2025 at the latest, when the new Manchester Local Plan is expected to be adopted and is expected to become a policy requirement.
- 2.66 In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council’s direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.
- 2.67 In August 2021 the Manchester Climate Change Partnership published a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered when they are drafting the new Local Plan, following the adoption of the Places for Everyone GMCA plan.

Regeneration Context

- 2.68 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)

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

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

- 2.73 The Neighbourhood Development Framework (‘Ancoats and NI NDF’) was originally endorsed by Manchester City Council’s Executive in October 2014. In December 2016 an updated version was endorsed as a formal regeneration framework superseding the 2014 document. The 2016 Ancoats and NI NDF highlights Ancoats and New Islington’s excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City’s housing needs. The 2016 Ancoats and NI NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original Ancoats and NI NDF. The Site falls within the Poland Street Zone as described within the 2016 Ancoats and NI NDF.
- 2.74 The neighbourhood also sits within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and

reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG.

- 2.75 The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Field Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.
- 2.76 These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.
- 2.77 In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, which further refined the development principles for the Poland Street Zone (the Poland Street NDF) and to ensure that future development preserved the character of the area whilst meeting future housing, sustainability and community needs.



Figure 2.1: Image showing Poland Street zone (highlighted in red) within the boundary of Ancoats and New Islington (NDF 2020)

- 2.78 Following this, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council Executive in March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'. It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night.

Adherence to the Ancoats and New Islington NDF

- 2.79 At its heart, the Ancoats and NI NDF supports the development of residential development and commercial uses within the framework area and therefore the Proposed Development is in line with its overarching vision. The Site falls within the Poland Street Zone where residential development will be supported.
- 2.80 One of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway, which is located to the east of Jersey Wharf. The Prussia Street Arm Greenway will create a simple linear green connection from Portugal Street to the Rochdale Canal, that celebrates the hidden alignment of the Prussia Street Canal Arm. The demolition of the Jersey Street bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Greenway to the Rochdale Canal. The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key city spaces through providing a direct link to the Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Arm, which will inform the character of this space. It will extend from Ancoats Green to the Rochdale Canal, creating a safe, level and pleasant pedestrian and cycle connection.
- 2.81 Specific consideration of how the proposals perform against development and urban design principles within the 2020 Poland Street NDF is provided within Appendix A of this Statement.

Contribution to the Economic, Planning, Regeneration and Environmental Context

- 2.82 The Proposed Development will make a substantial contribution towards economic, planning, regeneration and environmental objectives set by Manchester City Council. These include:
- In order for Manchester's economic growth, and recovery from Covid-19, to continue it is clear that there is a need for more housing to be delivered in Manchester City Centre. This in turn gives confidence to businesses to locate and expand within the city-centre in the knowledge that there will be a reliable pipeline of accommodation for future staff. In addition, the Proposed Development will create direct economic benefits through taxation receipts and future resident spend in the local economy.
 - The Proposed Development forms part of a wider phase of development across Ancoats and New Islington which will deliver a combined and diverse range of benefits. The Proposed Development is highly complementary to the other proposals within this phase of development, delivering high quality accommodation which will appeal to occupiers wanting to benefit from the employment, leisure, and retail offer within the City Centre.
 - The Proposed Development delivers against the ambitions of the Ancoats and NI NDF by delivering a residential development and commercial uses in a form that responds to the development and urban design principles within the Framework.
 - The Proposed Development accommodates three on-site car disabled car parking spaces alongside cycle parking spaces for residents, supporting several ambitions within the recently adopted City Centre Transport Strategy. Parking provision equating to 33% (60 spaces) for the Site will be provided at the neighbouring Mobility Hub development.
 - The Proposed Development will deliver residential accommodation in a highly sustainable location. It has strong sustainability credentials including the provision of significant amounts of renewable energy technology and well-performing strategy base predicated on a fabric-first approach and an all-electric system that benefits from the rapidly decarbonising National Grid. The Proposed Development supports Manchester City Council's Climate Change aspirations and objectives.

3. Site Description

- 3.1 This Chapter includes a description of the Site, its context of the surrounding area and the Site's suitability for the Proposed Development.
- 3.2 The centre of the Site is currently vacant and comprises hardstanding, and along the eastern boundary there is grassland. There is a limited amount of low-quality shrubland along the Site's boundary. The Site is currently partially fenced off restricting access. The western portion of the Site comprises a low-rise warehouse and associated car park with a mixture of shrubs of and a small number of trees of moderate quality.
- 3.3 A historic infilled canal arm, Prussia Street Arm, is currently present at the Site on a north south axis which crosses under the original stone bridge on Jersey Street. As such the level on Jersey Street rises by approximately 2 meters along its length in both directions. However, an application was made in April 2022 for the re-leveling of the bridge and removal of the black poplar tree as part of the wider public realm initiatives in the Poland Street NDF area (application ref. 133406/VO/2022).
- 3.4 Adjacent to west of the Site is Flint Glass Works, a converted warehouse to office, as well as residential development Flint Glass Wharf. Across Jersey Street to the north of the Site is the recently approved Eliza Yard, a mid-rise residential development which will be brought forward by Manchester Life as part of the next phase of regeneration within Ancoats as well as a large, underutilised car park. To the east of the Site is more grassland.

Planning History

- 3.5 A planning history search for the Site has been undertaken using MCC's Planning Public Access System. Two applications were made to the LPA in 2006 and 2007 both of which were withdrawn before a decision. Following this, an application was made to continue to use the land as a temporary contractor compound until 23 October 2020.

Table 3.1: Planning History

Reference	Description of Proposals	Decision
078193/FO/2006/N1 078197/CC/2006/N1 (Conservation Area Consent)	Erection of part four/five/six/seven/eight storey buildings comprising 110 residential units and six A1, A2, A3 and B1 units (462 square metres in total) with associated car parking, landscaping and works to canal arm (AMENDED TITLE) / CONSERVATION AREA CONSENT for the demolition of existing buildings in connection with the subsequent redevelopment of the Site	Withdrawn 4 May 2006
084773/FO/2007/N1 084774/CC/2007/N1 (Conservation Area Consent)	Erection of 7 storey building with commercial units at ground floor and 103 apartments on the remaining 6 floors with associated basement car parking and landscaping / CONSERVATION AREA CONSENT for the demolition of the existing building followed by the redevelopment of the Site for 103 apartments and 7 commercial units in a seven-storey building	Withdrawn 16 January 2009
121669/FO/2018	Continued use of land as a temporary contractor's compound including the siting of 3 silos in association with nearby construction works for a period of 24 months until 23 October 2020	Temporarily approved 18 December 2018

Surrounding Uses

- 3.6 As noted in detail in Section 2, the Site has been included within various Frameworks associated with the regeneration of Ancoats and New Islington. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework, which was originally endorsed by MCC in October 2014 and updated in November 2016.
- 3.7 As recognised within the Poland Street NDF, the majority of the new development to date has been in the centred on Cutting Room Square and in New Islington, with the area beyond historically seeing very little new development. The NDF responds to the fact that the Poland Street Zone is one of the next key areas of regeneration highlighted in planning guidance.
- 3.8 Ancoats generally comprises medium and high-density residential schemes; including both new build developments and mill conversions for residential use and occasional ground floor commercial floorspace. The Poland Street Zone generally comprises industrial uses and surface car parks.

Environmental Designations

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

Flood Risk

- 3.10 According to the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding).
- 3.11 In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development, including residential.
- 3.12 The Site is located entirely within the Manchester, Salford and Trafford Conurbation Core Critical Drainage Area and therefore a Drainage Strategy has been prepared and submitted as part of this planning application.

Air Quality

- 3.13 The Site is not located within an Air Quality Management Area. The nearest Air Quality Management Area is located approximately 250m to the north along Oldham Road and covers roads that would be used by the Proposed Development traffic. As a result, the screening assessment for the Air Quality Assessment has been undertaken with reference to the more stringent indicative criteria within the Environmental Protection UK and Institute of Air Quality Management guidance.
- 3.14 The Proposed Development's impact on air quality is summarised in Section 6 of this Statement and provided in full within the Air Quality Assessment, prepared by Hoare Lea, and submitted with this Application.

Ecology

- 3.15 The land surrounding the Site is heavily urbanised with an area of amenity grassland to the east. The Rochdale Canal is directly adjacent to the Site on its southern boundary.
- 3.16 No statutory designated sites are located within or adjacent to the Site. The following statutory and non-statutory designations have been considered within the Ecological Impact Assessment prepared by Tyler Grange:

- Rochdale Canal (SAC) is located 4.3 km north east of the Site.
- Rochdale Canal: Stott's Lane – Ducie Street Basin SBI is located 0.4 km south east of the Site.
- Ashton Canal (West) SBI is located 0.6km south east of the Site.
- The Site falls within the SSSI risk zone for Rochdale Canal SSSI, Hollinwood Branch Canal and Huddersfield Narrow Canal.

Heritage

3.17 The Site is located within the Ancoats Conservation Area; however, the built environment quality is degraded in this part of the Conservation Area. Within 250m of the Site Boundary, there are 8 listed buildings or structures as follows:

- Beehive Mill – Grade II* (List Entry Number: 1291735)
- Doubling Mill Fireproof Mill – Grade II* (List Entry Number: 1270855)
- New Mill – Grade II* (List Entry Number: 1200821)
- Decker Mill Old Mill – Grade II* (List Entry Number: 1247473)
- Little Mill – Grade II (List Entry: 1282961)
- Union Street Bridge – Grade II (List Entry: 1247550)
- Former Warehouse and Offices of Old Mill, Decker Mill, and New Mill – Grade II (List Entry: 1220282)
- Victoria Square – Grade II (List Entry: 1246277)

3.18 The records suggest that in 1851 the Site was home to a cotton mill and a glass manufacturing facility, subsequently known as the Jersey Street Mills. These were replaced by the Jersey Street Dwellings at some point in the late 19th Century. These dwellings were tenement billings for the poorest factory workers within Ancoats. The west of the Site was noted as containing a Heath Stone Manufactory. In the post-war period the Jersey Street Dwellings were demolished, and by the 1970s the canal arm was filled in. The industrial remnants of the Heath Stone Manufactory remained until at least the 1970s before the Site was cleared.

3.19 There is no potential for the Site to contain any archaeological remains earlier than the late 18th Century, and the Site does not contain any designated heritage assets.

3.20 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 KM Heritage and Salford Archaeology respectively, and submitted with this Application.

Ground Conditions

3.21 The Site is within an area of Manchester with an extensive industrial heritage and the Site itself has been occupied by mill buildings, a factory, tenement buildings and other dwellings and industrial uses. A canal branch, Prussia Street arm, was also present along the centre of the Site historically, but this has since been infilled.

Access and Transport

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

Pedestrian

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

Cycling

- 3.27 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. There are a number of national, regional and local cycling routes in reasonable proximity to the Site. Given the 'edge of city centre' location of the development, pedestrian accessibility to the surrounding area is very good.
- 3.28 Cycling England recommends 8km as a maximum cycling distance in the document 'Integrated Cycling into Development Proposals' and the CIHT document 'Planning for Cycling' states that cycling has the potential to substitute for car trips under five miles (8km). The entire city centre and further afield is therefore accessible by bicycle.
- 3.29 The general topography of Ancoats, Manchester City Centre and the wider area is reasonably flat which should assist in encouraging future residents of the Proposed Development to travel by bicycle.
- 3.30 Greater Manchester benefits from the Bee Network cycling and walking infrastructure. This is currently delivered through the Mayor's Challenge Fund. The vision for the Bee Network is to make Greater Manchester the very first city region in the UK to have a fully joined up cycling and walking network. There is an anticipated expansion of the existing Bee Network as proposed in the City Centre Transport Strategy (2021). The availability of the Bee Networks extending through Ancoats in the future will provide further connectivity from the Site across the Greater Manchester area. A Travel Framework Plan has been submitted with this application, detailing how the development will promote active travel.
- 3.31 In 2021, TfGM working in partnership with Manchester City Council, Salford City Council and Trafford City Council, launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. The scheme is being rolled out in stages and will see more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford. Additionally, in December 2021 a Cargoroo pilot was set up to give people in Manchester access to electric cars and e-cargo bikes. The year-long eHub trial will offer residents in Chorlton, Whalley Range and Ancoats access to a number of electric cargo bikes for hire.

Metrolink

- 3.32 The nearest tram stop to the Site is New Islington, approximately 500m away. Holt Town Metrolink stop is c. 700m to the south east of the Site. In addition, Market Street and Shudehill Metrolink stops are located within 1km of the Site.

- 3.33 The New Islington Metrolink stop offers frequent services (every 6 minutes) to Ashton-under-Lyne, Media City UK and Eccles. Further interchange opportunities are available from Manchester city centre to a wide range of destinations on all lines of the network as well as other modes of sustainable transport.

Rail

- 3.34 Services to destinations across the UK are accessible from Manchester Piccadilly and Manchester Victoria train stations which are 900m and 1km from the site respectively. Both offer regular services both throughout Greater Manchester, and beyond to cities across the UK.
- 3.35 Manchester Piccadilly is the nearest train station to the site, located 18 minutes to the south west of the Site. The station is one of three train stations located in the centre of Manchester, with Piccadilly the city's principal station. This station also offers direct access to Manchester Airport.
- 3.36 The station is serviced by six train operating companies: Avanti West Coast, Northern Rail, Trans Pennine Express, East Midlands Railway (EMR), Transport for Wales and Cross Country. The station is served by both long-distance services and regional services and also more local commuter services. It is also a major interchange for Metrolink trams with two tram platforms located in the station.
- 3.37 There are also 43 cycle parking spaces provided which are accessed via Fairfield Street, Ducie Street and the station front entrance. There is also a Brompton bike hire docking station at the station providing the option to rent bicycles on a daily basis.

Bus

- 3.38 The Site benefits from a high number of bus stops located within 800m, with the closest located on the A62 Oldham Street, approximately 250m north of the Site. The local buses run at a high frequency to a variety of destinations. The early start times and the availability of services in the peak hours are conducive to commuters travelling to and from the Site.
- 3.39 Further afield, Piccadilly Gardens (a 16-minute walk / 1.2 km from the Site) is the main bus interchange in Manchester alongside Shudehill Interchange (a 15-minute walk / 1.4 km from the Site) where both bus and coach services can be found.

Car

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

Summary

- 3.43 The Site is in a strategically important position. It is extremely well connected through public transport links, sustainable modes of transport and private vehicles. The Site is in close proximity to a number of city centre facilities including places of work, retail, cultural and leisure uses. These features make the Site well placed for the proposed residential use, supported with a number of commercial uses at ground floor.

4. Development Proposals

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

Design Principles

- 4.2 The current proposals are the product of an iterative design process. The design team has engaged closely with the Local Planning Authority and other key stakeholders throughout this period to develop what the Applicant considers to best address the key principles of both the Ancoats and NI NDF and the Poland Street NDF, in order to deliver an optimised design solution for the Site.
- 4.3 The following principles have guided the design of the Proposed Development, against the backdrop of the endorsed Poland Street NDF:
- Respect past historic form and character, whilst also looking for opportunities for repurposing, reinterpreting and contributing to a safe and attractive environment.
 - Building on the strong sense of community already present in the neighbourhood, whilst also diversifying the community through provision of a range of residential spaces and employment spaces that can cater for residents, visitors, employees and employers at all stages of life and work.
 - Encourage people to live active, healthy lifestyles through careful design of buildings and spaces.
 - Include green streets which will build on the wider strategic green network and green spaces that enable long distance pedestrian and cycle movement, complementing existing routes, including the Rochdale Canal and emerging Bee Network.
 - Be a low car use area with high levels of cycle parking. Where car parking is accommodated it will offer the ability to charge electric vehicles.
 - Create a welcoming place that connects through to surrounding areas and neighbourhoods and encourages active travel.
 - Be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice, complemented by active and dynamic street spaces.
 - Provide a safe and secure environment, where developments are designed using the principles of Secured by Design.
 - Demonstrate a strong commitment to place making with a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.
- 4.4 The Public Realm Strategy addendum principles have also been considered in the development of the proposals:
- Rebalancing movement towards active travel by providing a new direct and safe pedestrian/cycle connection between Ancoats Green and Portugal Street, and the Rochdale Canal.
 - Extending green character to streets and spaces.

- Enhancing industrial heritage and the Ancoats Conservation Area.

4.5 A summary of the design development and options testing from the brief to the Proposed Development, as described in the remainder of this Section, is provided in the Design and Access Statement.

Use and Amount

4.6 The Proposed Development will provide 190 residential units and 623sq. m. of commercial floorspace. The proposed floorspace figures and associated use classes are set out in detail in Table 4.1.

Table 4.1: Proposed Development Parameters

Proposed Development	Anticipated Development Parameters
Proposed Site Area	Approximately 0.54 hectares
Proposed Development	Development of 190 dwellings (Use Class C3) and ground floor commercial uses, associated landscaping, cycle parking and canal side public realm improvements and associated works at land bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east.
Proposed Residential (Use Class C3)	Total of 190 residential units: - 50 x 1 bed (26%) - 128 x 2 bed (67%) - 12 x 3 bed (6%)
Commercial Floorspace	623 sq. m (gross) commercial floorspace (Use Class E)
Parking Strategy	3 parking bays for disabled persons with EV charging points and 1 loading bay (33% parking provision will be made available at the Mobility Hub). 190 secure cycle spaces within two secure cycle stores.
Maximum Heights	8 storeys

4.7 The development is in accordance with the Manchester Residential Quality Guidance, including in terms of the proportion of units with 1, 2 and 3 beds, size of units.

Site Layout

4.8 The Design and Access Statement sets out the contextual analysis, and the analysis of the Development and Design principles provided in the endorsed Neighbourhood Development Framework, that have been taken into account in the evolution of the proposals.

4.9 The proposed layout for the scheme has carefully considered the historic form, as well as the change in topography along Jersey Street. The design has been progressed on the basis of the Jersey Wharf being re-levelled as per the planning application for the Jersey Street Bridge demolition (planning application ref. 133406/VO/2022) as part of the public realm proposals for the Poland Street Zone Area.

- 4.10 The ground floor commercial floorspace is located along the frontages to provide active frontages on Jersey Street and the canal, which will facilitate the creation of place and community.
- 4.11 The scheme has been designed to be sympathetic to its context, as well as to align with the principles set out in the Poland Street NDF. The massing has been designed to respect past historic form and character, as well as to enhance activity and offer a new south facing canal side amenity space. All corner apartments will feature balconies to provide residential amenity space, a feature especially pertinent given the Covid-19 pandemic.
- 4.12 A range of different apartment types have been developed to cater for a variety of occupants, including families and young professionals.

Scale and Massing

- 4.13 The scale and massing of the Proposed Development has been informed by the surrounding existing and emerging development context, as well as the illustrative spatial masterplan laid out in the Poland Street NDF, staying within the proposed eight storey datum.
- 4.14 The building form and mass has been carefully considered to reference and complement the Ancoats Conservation Area. The massing features a rational arrangement of elements governed by an ordered grid, which are complementary in tone to the wider Ancoats area. This aligns with Jersey Street and reflects the massing of Eliza Yard. This scale provides a 'book end' to Jersey Street without being overbearing on Miles Platting and Flint Glass Works.
- 4.15 The architect proposes a build form with similar massing characteristics to the historic listed mills in the Front of Ancoats.
- 4.16 A number of key moves have been considered by the architects to refine the massing of the Proposed Development as presented in this application. These include allowing the landscaped link through the middle of both blocks to define the form. The massing has been split into two blocks to allow the proposed landscaping to connect to future public realm and to provide a publicly accessible link to the existing canal foot and cycle path.

Materiality and Appearance

- 4.17 The Proposed Development has sought to balance the needs of a contemporary building in a highly desirable area of the city centre with consideration for the heritage context both in terms of the material palette used and the form and articulation of the building. Interpretation of Local Historic Character has been at the heart of this approach.

Key influences on elevational design

- 4.18 The Site is located within the Poland Street Zone. The Ancoats area has gone through successful regeneration over the last 30 years, with developments which respectfully mirror the area's industrial and manufacturing history. Historic uses of the Site have been both industrial and residential, with the Jersey Street Dwellings of particular relevance when considering the proposed future use of the site.
- 4.19 The design strategy for the elevations is based on a rigorous application of principles found in the precedents of the nearby warehouses. This includes a rational arrangement of elements governed by an ordered grid, windows and elements that stack vertically between floors, regularity of window sizes and types, clear articulation of building elements and horizontal parapet and eave lines.
- 4.20 The proposed apartment blocks will provide a bookend to Jersey Street. The ground floor has been designed to have a larger floor to ceiling height for the communal and commercial areas in order to help activate the ground floor and increase passive surveillance of the surrounding streets. The middle floors follow a regular,

rational arrangement inspired by the historic mills in the area. At the top floor, the building steps back to allow more light onto Jersey Street and to provide the top floor apartments with their own private terraces.



Figure 4.1: Image of the Jersey Wharf Block A (eastern block) elevation from Jersey Street.

Material Palette

- 4.21 The Proposed Development has been designed to mirror historical order and rationality, whilst providing a modern approach. Pursuant to this, the colours of Ancoats were catalogued and audited to understand the colours and types of brickwork that define the area.
- 4.22 The architect has selected colour groups and materials which reflect the historic colours found in the conservation area. The architect proposes each block to use a common palette of materials in complementary tones but with a different colour group for each block in order to define the form and arrangements of the buildings. The eastern block will use a darker red terracotta colour scheme and the western block will use a light terracotta colour scheme. Both buildings will provide a sense of consistency with the wider area and mirror the area's industrial character.
- 4.23 Brickwork is used at the base of the building, with a darker mortar to give the brickwork a darker appearance, helping to differentiate the ground floor from the floors above. The middle floors a consistent brick and mortar combination is proposed with a regular, rational arrangement inspired by the historic mills in the area. At the top of the building, a light-weight sinusoidal metal cladding is proposed to contrast the heavy masonry that makes up the majority of the building fabric. The change in material helps to break up the massing and provides a 'crown' for the building.
- 4.24 The Proposed Development has sought to balance the need to respect the historic context in terms of material palette and rationality, whilst providing a contemporary, highly attractive development. Interpretation of character is at the heart of the approach.

Public realm and landscaping

- 4.25 The Site is arranged to create new public realm which will contribute to the wider Poland Street Zone improvements as set out within the Poland Street Zone Public Realm Strategy (2022). The Site's unique location along the canal frontage offers an exciting opportunity to create a platform for activation along the canal attracting visitors from the wider neighbourhood.
- 4.26 The demolition of the redundant Jersey Street Bridge and the removal of the black poplar tree proposed planning application ref. 133406/VO/2022 (currently being determined) offers an opportunity to better connect Jersey Wharf with the Eliza Yard development and wider Poland Street Zone improvement works, including those proposed by the Public Realm strategy; notably Ancoats Green. The change in levels also

allows for the new green spaces to be created with a DDA compliant route through the Prussia Street Greenway down to the canal edge.

- 4.27 Jersey Wharf Block A (western block) will have private terraces at ground level and a private south facing residents amenity lawn area which will provide residents with the opportunity to use their own private terrace or the shared courtyard space.
- 4.28 Due to the nature of the private amenity lawn area, controlled access is proposed from the public realm. A 2.2m solid fence with a perforated pattern is proposed with an access gate. This will cantilever over the coping stone to discourage trespassing.
- 4.29 Due to the mixed-use nature of the development at ground level and the possibility of alcohol consumption along the Canal frontage, the following safety measures are proposed to ensure water safety within the public realm
- Balustrade edge protection along the canal frontage in the resident's garden and at the main pinch point.
 - Provision of signage and safety equipment such as throw lines and water buoys. Risk assessments will be required by the management of the commercial units.
- 4.30 In total the Site will deliver 24 new trees. This is a substantial uplift in quantity and quality of trees as a result of the Proposed Development.

Access and Parking

- 4.31 Design for Access 2 has been used as a key reference document in the formation of the building levels and landscape layout:
- All routes and gradients are no steeper than 1:20 with the landscape being relatively flat with subtle level changes.
 - All landscape and building levels have been designed to enable level thresholders to the buildings without the need for formalised ramps and steps. The front, rear and car park entrances and the communal areas at ground floor all provide step-free access. Step free access is also provided to each of the commercial units and ancillary spaces.
 - Every floor of each building can be accessed via one of the passenger lifts in each of the cores.
 - All 190 apartments are single storey and have step free access via the passenger lifts, however level access will not be provided to roof terraces.
 - The lift lobbies and circulation corridors exceed the requirements of Approved Document M.
- 4.32 The Poland Street Zone seeks to embrace low car usage policies consistent with an accessible city centre location. Full details of the non-car transport modes are provided in the Transport Assessment. The Proposed Development includes very limited parking provision on the Site (3 parking bays for disabled persons and 2 loading bays).
- 4.33 Parking provision equating to 33% (60 spaces) for the Site will be provided at the neighbouring Mobility Hub development. As part of the Poland Street Zone Public Realm Strategy Manchester City Council is developing a neighbourhood transport and movement strategy. This strategy will incorporate a range of traffic regulation orders designed to encourage use of the Mobility Hub and discourage highways issues such as nuisance on street parking in the Ancoats area. It is anticipated that this strategy will be implemented prior to the opening of Jersey Wharf.

- 4.34 Residents will access the buildings via the main entrances on Jersey Street.

Cycle Provision and Amenities

- 4.35 As outlined in Paragraph 4.31, the Poland Street Zone is envisaged to be a low car usage area. As a result of this 190 cycle parking spaces have been incorporated into the Proposed Development to encourage the use of sustainable transport choices.
- 4.36 Two bike stores have been provided, one within each block, which will provide one bike space per apartment, double stacked. Both bike stores will be directly accessed from the street or public realm in order to prevent the need to push bikes through entrance lobbies.

Servicing and Waste

- 4.37 Two loading bays will be created to serve the development, an internal loading bay within the eastern block with a height restriction of 3.6 m due to building constraints and an external loading bay to the west of the western block. The internal loading bay will be secured by a roller shutter and the external loading bay will have a secure gate.
- 4.38 Waste collection and servicing will take place via two refuse stores located within each block adjacent to the entrance core, allowing residents to travel downstairs and dispose of waste without leaving the building. A separate refuse store for commercial bins is also provided within each block. Both commercial bin stores will be accessed by employees around the perimeter of the building and through the entrances on Jersey Street, in order to keep it separate from the residential spaces.
- 4.39 On collection days, management will move the full bins to the kerb on Jersey Street. It is proposed that Residential Waste will be collected by the Local Authority waste collection company. The waste from commercial units will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way.
- 4.40 The Site Waste Management Strategy has been prepared by PRP and submitted with the Application. The Proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.

Construction

- 4.41 An area has been identified directly to the east of the site for use as a temporary construction compound. This area, bounded in green in Figure 4.2, will house all contractor's welfare and office space and provide material storage.

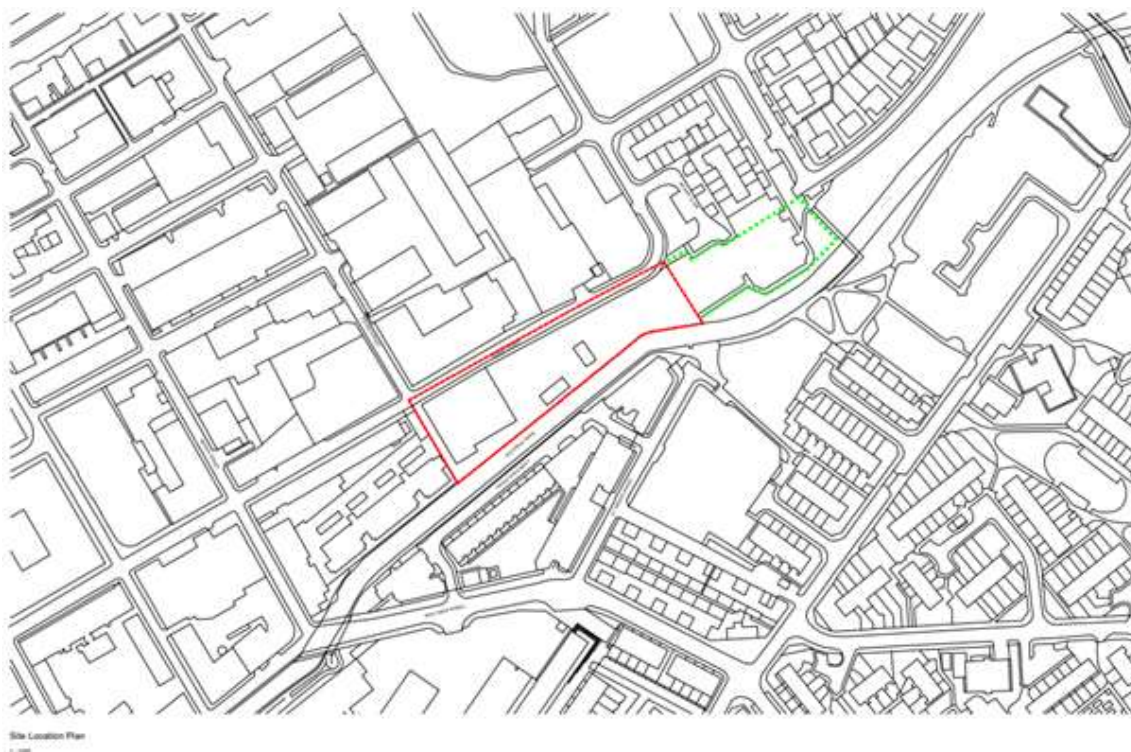


Figure 4.3: Location of the temporary Construction Compound

Operation and Management

- 4.42 A high-level Residential Management Strategy has been produced for the development, to provide a summary of how the development will operate once works have been completed. This will be refined during the design development stage and the submission of further information will be secured by way of a condition.
- 4.43 Subject to market conditions and appetite the scheme may become available for market sale or for rental. A management company will be formed to oversee and govern the long-term management service and maintenance of the development.

5. Planning Policy Assessment

5.1 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 This Section details the relevant documents that make up the Development Plan and material considerations such as guidance and MCC Strategic objectives. Detailed assessment of the Proposed Development against the Development Plan and material considerations is provided within this Section of this Statement.

The Planning Policy Framework

Local Development Plan

5.3 The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To date only the Core Strategy DPD has been adopted by MCC. Within this context, the Development Plan comprises:

- Manchester Core Strategy (2012);
- Manchester Proposals Map (2012);
- Guide to Development in Manchester Supplementary Planning Document (2007)
- Saved Policies of the Manchester Unitary Development Plan (2005);
- Providing for Housing Choice SPD and Guidance (2008);
- Greater Manchester Joint Waste Development Plan Document (2012); and
- Greater Manchester Joint Minerals Plan (2013).

5.4 In addition, there is an emerging LDF document called ‘Places for Everyone’. The relevant documents are summarised below.

Manchester Core Strategy (2012)

5.5 The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. 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.

5.6 The Site falls within two allocations in the Core Strategy:

- Regional Centre (Policy EC3) – development for employment generating uses (including offices, and other commercial development) will be encouraged within the Regional Centre. Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed-use employment areas. The Regional Centre will generally be a location where higher density residential development is appropriate.
- East Manchester Sub Areas (Policy EM8 – Ancoats) – within the Ancoats Conservation Area development will be permitted which includes high density mixed use development; a diverse mix of residential uses in terms of type, size and tenure; retention of the grid iron street pattern; improved

links between the City Centre and Ancoats; provision of public open space; and, development which defines the line of the Rochdale Canal and provides space for a widened area of canal-side open space.

Saved Policies of the Unitary Development Plan (1995)

- 5.7 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 policies were saved on 11 July 2012 and remain extant.

Providing for Housing Choice SPD (2008)

- 5.8 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision.
- 5.9 The SPD highlights that a core driver of success will be the creation of "Neighbourhoods of Choice" with truly sustainable communities where people choose to live because of the quality of life on offer:

"It is through the creation of neighbourhoods of choice that (we) will succeed in delivering the household growth needed to underpin the City Region's economic growth potential. The creation of neighbourhoods of choice will demand an integrated and planned approach that can ensure that there are quality public services in the right location, along with quality local amenities, a choice of housing, a quality local environment and low levels of crime and disorder."

- 5.10 One of the central themes in the 'Neighbourhoods of Choice' vision is that there should be wide choice of housing, across tenures, with higher levels of home ownership than currently exist and higher overall property values. The needs of existing residents should also be met

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

- 5.11 The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.12 In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.13 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.

Places for Everyone 2021 (Draft) (Emerging LDF Document)

- 5.14 The Draft Plan outlines a target for 56,528 homes to be built within these 9 districts between 2021-2037. Draft Policy JP-H4 outlines that new housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the Site by walking, cycling and public transport, in accordance with the minimum densities set out in the Plan. As part of this it notes that Manchester is a key economic driver for the City Region and will be crucial in meeting the region's housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the City Centre the minimum net residential density is 200 dwellings per ha.
- 5.15 A period of public consultation has recently closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. Following this the Places for Everyone Joint Development Document was submitted for independent examination on 14 February 2022. The Inspectors were appointed by the Secretary of State on 1 March 2022. It is expected that the plan will be adopted by the

local authorities in 2023. Given that it is yet to be examined it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

Material Considerations

- 5.16 The following published policies, executive reports and guidance documents are of material consideration relevant to the Proposed Development:
- National Planning Policy Framework (NPPF) 2021
 - Design for Access 2 (2003)
 - Manchester’s Green and Blue Infrastructure Strategy (2015)
 - The Greater Manchester Strategy (2016)
 - Manchester City Centre Strategic Plan (2016)
 - Manchester Residential Quality Design Guidance SPD (2017)
 - Climate Change Emergency and Playing Our Full Part on Climate Change (2018) – as outlined in Paragraphs 2.65 – 2.73)
 - Manchester Climate Change Framework: 2020-2025 (2020)
 - City Centre Transport Strategy to 2040 (2021)
 - Our Manchester Strategy – Forward to 2025 (2021)
 - Ancoats and New Islington Neighbourhood Development Framework (2016 and 2020) – as outlined in Paragraphs 2.78 – 2.84.

National Planning Policy Framework

- 5.17 The National Planning Policy Framework (NPPF) (revised version published July 2021) articulates the priorities of the Plan for Growth within planning policy.
- 5.18 At the heart of the 2021 revised NPPF lies the ‘*presumption*’ in favour of sustainable development, which supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.
- 5.19 The NPPF states that ‘*the purpose of the planning system is to contribute to the achievement of sustainable development*’ (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.20 The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive, and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high-quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

Our Manchester Strategy 2016-2025

- 5.21 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the topflight of world-class cities by 2025, when the City will:
- 5.22 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.
- 5.23 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.
- 5.24 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

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

City Centre Transport Strategy (2021)

- 5.28 A refreshed City Centre Transport Strategy has been set out by Manchester City Council, following adoption of the original strategy in 2010. The City Centre Transport Strategy needs to support the city’s ambition to grow, become carbon neutral by 2038 or sooner, whilst ensuring that it is well-connected to the wider area that it serves.
- 5.29 Consultation on the draft strategy closed in November 2020 and the final strategy has now been updated following 2,400 comments received. The final strategy was published in March 2021 following approval from

Salford, Manchester and Greater Manchester Combined Authorities. This strategy will be reviewed and refreshed periodically but is intended to guide transport-related investment and initiatives in the region through to 2040.

- 5.30 The central aim of the Strategy, for 90% of all trips to the City Centre to be made by sustainable travel before 2040 in the morning peak, is critical to the successful and sustainable growth of the City Centre. The City Centre should be well-connect zero-carbon City Centre at the heart of the North, offering residents, employees and visitors a great place to live, work and visit. The seven core ambitions that support this overall ambition is set out as follows:
- 5.31 Given the high level of support received from the consultation for the overall strategy, the vision for the revised CCTS remains for “a well-connected City Centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit”. Similarly, the central aim for 90% of all trips to the City Centre to be made by foot (including people using wheelchairs and with guide dogs), by cycle or using public transport by 2040 in the morning peak remains, as do the seven core ambitions, which are:
- Walking is the main way of getting around the City Centre;
 - 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 in the City Centre is smarter and integrated with other modes;
 - Goods are moved and delivered sustainably and efficiently into and within the City Centre; and
 - Innovation is embraced where it benefits the City Centre and its users.
- 5.32 The CCTS sets the strategic framework for how people will travel into and out of the City Centre, and how they will move within the City Centre. It will set out proposals to further enhance the City’s public transport network and reduce car-based trips over the long term. This will lead to the overall share of public transport, cycling and walking trips increasing as the preferred modes of travel.

Design for Access 2

- 5.33 The Design for Access Manual was published in December 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council’s vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
- 5.34 The aim of Design for Access 2 is to provide guidance on best practice. However, it is acknowledged that it may not always be possible to meet all the standards. Design principles that will help to achieve accessible development that are relevant to the Proposed Development include the approach taken to developing inclusive design, the key issues and difficulties of the particular scheme, and the sources of advice and guidance used.
- 5.35 MCC has agreed a hierarchy of road users, which prioritises the needs of pedestrians and disabled people, cyclists, public transport and finally other users. This hierarchy should be respected in the design and layout of all new developments.
- 5.36 Streets should be designed for local people to use. They should be attractive, accessible social spaces, which encourage use by all sections of the local community. Street furniture must be well designed, with clear function and positioned to avoid the creation of obstacles, clutter or confusion.

- 5.37 The Design for Access Manual provides further details and design standards for external areas and for within buildings. These have been considered and incorporated into the development, alongside more up to date statutory accessibility requirements.

Planning Policy Summary

- 5.38 A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the following section of this statement.

Planning Policy Assessment

5.39 The following planning issues are considered relevant to the determination of the Planning Application.

- Contribution to Manchester's Vision and Spatial Objectives;
- Principle of development;
- Aligning with the definition of sustainable development;
- Scale and density;
- Design;
- Development Uses – Housing and Employment;
- Operational management;
- Environmental considerations and sustainability;
- Heritage;
- Archaeology;
- Amenity;
- Traffic and Transport;
- Microclimate conditions such as sunlight and daylight, acoustics, air quality and TV Reception; and,
- Green and Blue Infrastructure.

Contribution to Manchester's Vision and Spatial Objectives

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

5.41 To achieve this vision, the Core Strategy sets out a number of Strategic Objectives (SO) for the City. These include:

- SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change.

- SO2: Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.
- SO3: Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.
- SO4: Provide a network of distinctive, attractive and high-quality centres, strengthening local identity, providing essential services close to homes and local access to healthy food.
- SO5: Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.
- SO6: Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.

5.42 These objectives have been translated into individual policies within the Core Strategy, against which the Proposed Development has been assessed within this Statement.

5.43 Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity in relation to the Greater Manchester economy. Additionally, Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.

5.44 A commitment to good design which takes full cognisance of the sites' setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.

5.45 The Proposed Development is defined in the Core Strategy (2012) as being located within East Manchester, on the edge of the City Centre and within the Regional Centre. The provision of high-quality residential accommodation in an area of choice – Ancoats and New Islington, is consistent with development plan and other strategic objectives for this location.

5.46 The remainder of this Section assesses the Proposed Development in relation to the relevant policies of the Core Strategy. These policies have been formulated based on the vision and strategic objectives for the City and should be reviewed in turn to determine their compliance. Overall, the Proposed Development is considered to be in line with the Core Strategy's vision and spatial objectives

Principle of Development

Policy and Guidance

5.47 Core Strategy Policy H1 Overall Housing Provision states that Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New housing will be predominantly in the North, East, City Centre and Central Manchester. Within the Inner Areas in North, East and Central Manchester densities around 40 units per hectare will be supported. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. The Policy outlines that 90% of residential development should be located on previously developed land.

- 5.48 Core Strategy *H4 East Manchester* states that c. 30% of new residential development will be provided within East Manchester and priority will be given to family houses and other high value, high quality development.
- 5.49 The Core Strategy Glossary also notes that brownfield sites are the priority for development over greenfield sites and Manchester City Council is required to build at least 90% of new houses on brownfield sites.
- 5.50 The Poland Street NDF sets out a clear vision for the future uses of the Site. In particular the NDF states that development should respect past historic form and character and by a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice, complemented by active and dynamic street spaces.
- 5.51 Section 5 of the NPPF emphasises the Government's ambition to significantly increase the supply of homes. It sets that Local Planning Authorities should undertake an assessment of the needs for homes and with strategic policies made based on this assessment. This is reflected above in Core Strategy Policy H1; however, it should be noted that the Places for Everyone Draft at JP H-1 sets out that Manchester should deliver 56,528 new homes between 2021 and 2037 which would equate to 3,533 new homes per annum.

Compliance of the Proposed Development

- 5.52 The Site's current use as a light warehouse and hardstanding does not contribute to the wider regeneration ambitions for the area or fully utilise the waterside location. The Proposed Development will contribute to the regeneration of Ancoats and New Islington area, on a site which has been long earmarked for redevelopment. It will provide 190 residential units, commercial units, landscaping and cycle parking.
- 5.53 The 190 residential units will comprise a mix of dwelling sizes and types to cater a range of households, including no. 56 x 1-bedroom units (30%), no. 122 x 2-bedroom units (65%) and no. 12 x 3-bedroom units (5%).
- 5.54 As demonstrated within Chapter 3, there is a continued growth in demand for high-quality residential accommodation to support economic growth. This growth has continued despite the challenges of Covid-19.
- 5.55 The Proposed Development provides 3 disabled parking bays with electric charging, 2 loading and servicing bays, and 190 cycling spaces. The Mobility Hub development which was approved in July 2021 will provide sustainable transport choices, smart logistics and other shared neighbourhood services, including 33% parking provision for Jersey Wharf.
- 5.56 For further details, please refer to Transport Assessment which justifies the proposals from a technical perspective.

Design

Policy and Guidance

- 5.57 Core Strategy *Policy EN1 Design Principles and Strategic Character Areas* states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 5.58 Core Strategy *Policy DM1 Development Management* 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.

- 5.59 The Poland Street NDF highlights that the Ancoats grid breaks down beyond Poland Street and has resulted in an inward-looking built form at this point which inhibits the sense of connection to the wider community. The Poland Street NDF encourages development to repair and reinvent the urban fabric and street grid.
- 5.60 The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 127 it is advised that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive;
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
 - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.61 In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. The Residential Quality Guide to Development in Manchester sets a number of design criteria that should be followed for residential schemes.
- 5.62 As detailed in Chapters 3 and 4, the Residential Quality Guidance and principles in the Neighbourhood Development Framework have been considered and addressed throughout the design process.
- 5.63 The Residential Quality Guide to Development in Manchester SPD sets a number of design criteria that should be followed within the scheme.
- 5.64 The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility

Compliance of the Proposed Development

- 5.65 The Proposed Development has been developed by the Applicant and the Architects, who have extensive experience in designing residential developments in city centre and edge of city centre locations. In addition, landscaping has been developed by Planit-IE.
- 5.66 The Site is located within the Ancoats and New Islington Poland Street zone area. The Site is located within a conservation area; however, the quality of the conservation area is eroded within this location. The Proposed Development has been designed so that it takes maximum advantage of the area's key assets - its heritage, canal side settings and public spaces. The Development responds to the character area through the provision of high-quality building that follows the design principles set out in the Poland Street NDF and aims to build on the success of the Ancoats regeneration.
- 5.67 The design justification is set out in greater detail in the Design and Access Statement, prepared by PRP. Comments received from Manchester City Council, Historic England and the wider consultation process have

informed the Proposed Development where appropriate to ensure a high-quality design is achieved. The design is well considered and responds to the surrounding area, including the Ancoats Conservation Area, and maintains the high-quality benchmark that is required to deliver the Ancoats and New Islington Neighbourhood Development Framework, and specifically the Poland Street NDF.

5.68 The development is designed to be fully inclusive in terms of access. The apartments are designed to DFSS standards with an accessible layout, which is easy for use regardless of disability, age or gender. For further information regarding accessibility through design, please refer to the Access Chapter in the Design and Access Statement.

5.69 The principle elements of the scheme are explained below.

Scale and Density

5.70 The scale and form of the Proposed Development is typical of the height datum established in new development across Ancoats and New Islington. Additionally, the Poland Street NDF states that 8 storeys is an appropriate height for the area.

5.71 The building form and mass has been carefully considered to complement surrounding uses both in the short and long term as more of the wider masterplan is delivered.

5.72 Through design development, the layout, massing, Site position and façade have been tested and refined so that the building reaches its potential and provides a high-quality addition to Manchester's built environment. The design development is set out within the Design and Access Statement prepared by PRP.

5.73 The impact of the proposals on surrounding townscape views has been fully assessed within the Planning Application. The Heritage Assessment prepared by KM Heritage takes into consideration the key views and demonstrates that the Proposed Development preserves the special architectural and historic interest of the nearby listed buildings and conservation area affected by the development.

Architectural Design Quality

5.74 The Proposed Development has been designed by a highly experienced design team and in consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.

5.75 The Proposed Design is a considered response which provides a high-quality development on a site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment.

5.76 A palette of high-quality materials in two different but complementary colour groups is used to articulate the volume surfaces and to emphasise orientation, scale, massing and context. The two different colour groups give each of the two buildings an individual character.

Placemaking

5.77 The Site does not currently make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging area.

5.78 The scheme has been designed to significantly enhance the neighbourhood and wider area, whilst also complementing the emerging developments within the Poland Street NDF.

5.79 The scheme responds to the constraints set out within the Poland Street NDF through the proposal of an 8-storey development. The building form and mass has been carefully considered to work both in the short term and in the long term as more of the wider masterplan is delivered.

- 5.80 Placemaking has also been improved via the inclusion of commercial units on the ground floor and public realm proposals. In addition to this the Proposed Development is enabling the public realm strategy for the Poland Street Zone to be brought forward as set out in the Neighbourhood Development Framework.
- 5.81 By the removal of the vacant warehouse and surface level car parking, and the delivery of the high-quality buildings and public realm, the redevelopment of this Site will also strengthen local streetscape quality thereby enhancing local character and sense of place.
- 5.82 Additionally, the demolition of the redundant bridge and the removal of the black poplar tree proposed by planning application ref. 133406/VO/2022 (currently being determined) offers an opportunity to better connect Jersey Wharf with the Eliza Yard development and wider Poland Street Zone improvement works, including those proposed by the Public Realm strategy. The Proposed Development has been designed so that it reflects the new levels of Jersey Street which are proposed by the Jersey Street bridge application. The change in levels also allows for the new green spaces to be created with a DDA compliant route from the Prussia Street Greenway to the Rochdale Canal.
- 5.83 The Design and Access Statement fully explains the architectural evolution that has led to the proposed design.

Inclusive Design

- 5.84 The Proposal has been designed to apply inclusive design principles to the internal spaces, creating a safe and inclusive environment which responds well to the needs of all users. All primary circulation corridors are a minimum 1350mm wide. This is in excess of the 1200mm clear width required by the Approved Document M. The residential lift lobbies exceed the requirements of DFA2 and Approved Document M. All 190 apartments have step free access via the passenger lifts.
- 5.85 In line with the requirements of AD M4(1) the entrance storey of each apartment will provide step free access to and use of habitable rooms and a WC. All apartments have been designed to meet both National Space Standards and AD M4(2), except those on the seventh floor which meets National Space Standards and AD M4(1).
- 5.86 Balconies or roof terraces have been provided to all corner and seventh floor apartments. Level access will not be provided to the terraces therefore reducing the standard of these apartments to AD M4(1). Juliette balconies have been provided to all remaining apartments and these are located off the living room.
- 5.87 A total of 3 accessible car parking spaces are provided on Site. Further accessible parking spaces will be provided within the emerging Mobility Hub development.
- 5.88 The regrading of Jersey Street as proposed by the planning application that is currently being determined (planning application ref. 133406/VO/2022) will allow the neighbouring developments, including Jersey Wharf, to provide increased accessibility through providing a level route, without the need for steps and ramps. This will also benefit accessibility and ease of routes within the public realm by providing a level access to the Rochdale Canal, and towards Ancoats Green via the Prussia Street Greenway.
- 5.89 The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

Affordable Housing

Policy and Guidance

- 5.90 Core Strategy *H8 Affordable Housing* states that new development for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed should contribute to the City-wide target for 20% of new housing to be affordable. Either an exemption from providing affordable housing or a lower proportion of affordable housing may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to only deliver a proportion of the affordable housing target or

where material considerations indicate that intermediate or social rented housing would be inappropriate. These circumstances include:

- There is a high level of affordable housing in the immediate area;
- There is either a high proportion of social rented, or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of existing housing mix;
- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within the SRF, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
- There is a need for additional housing provision for older or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

5.91 The Poland Street NDF states that residential development will be encouraged and supported in the Poland Street Zone Area where it delivers the opportunity for a diverse range of homes. The Poland Street NDF states that delivery of affordable housing will be considered in accordance with Core Strategy H8

Compliance of the Proposed Development

- 5.92 The application relates to one of six developments identified for the next phase of development in the Ancoats and New Islington neighbourhood. The developments are being brought forward by Manchester Life in partnership with Great Places Housing Group and MCC. Collectively these developments will deliver over 500 new homes, including a large amount of affordable or accessible housing.
- 5.93 The Proposed Development will provide 190 high-quality residential apartments contributing to housing choice and the delivery of a balanced supply of new homes across the Ancoats and New Islington area.
- 5.94 Whilst both of the viability appraisals submitted with the application show a negative land value meaning the schemes are not viable, Manchester Life take a long-term approach to investment in Ancoats and they remain committed to redeveloping the site. In order to take it forward it will need to be viable for either a rent or sales scheme. Manchester Life will explore a number of approaches to improve the viability position, for example programme.
- 5.95 In the current market with high build cost inflation we feel that the best approach for this site would be to undertake a review of the scheme's viability on completion of the scheme when values and cost are known to establish if the actual costs and values would allow for any form of financial contribution.
- 5.96 The scheme plays an important role in the regeneration of the back of Ancoats and Manchester Life are committed to its delivery.

Environmental Considerations

Ecology

Policy and Guidance

- 5.97 Core Strategy *Policy EN15 Biodiversity and Geological Conservation* outlines that the Council will seek to maintain and enhance sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.
- 5.98 Chapter 15 of the NPPF *Conserving and enhancing the natural environment* (paragraphs 174 to 188), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural

and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.

Compliance of the Proposed Development

- 5.99 An Ecological Impact Assessment has been prepared by Tyler Grange and submitted in support of this Application. The assessment presents the results of a desktop study and an updated Phase 1 Habitat Survey carried out in May 2021. The scope of the survey undertaken is appropriate to identify potential ecological constraints, the remit of mitigation required and opportunities for biodiversity improvement.
- 5.100 The land surrounding the Site is largely urbanised, with green space being limited to small pockets of amenity grassland, such as Ancoats Green. These habitats are considered to provide negligible ecological importance. Despite this, the Site may provide limited opportunities for birds and hedgehog species. Recommendations have been made within the Ecological Impact Assessment to mitigate the potential impacts, specifically during the construction phase of the development.
- 5.101 Additionally, Ecological Impact Assessment identifies the existing low-rise warehouse building as having a moderate potential for bat roosts. The Ecological Impact Assessment also contains recommendations and mitigation plans to reduce negative impact on this habitat.
- 5.102 The Rochdale Canal is located 0.1km to the south, however the section of the canal that has been designated as a Special Area of Conservation (SAC) is located 4.3km north of the Site. Due to this designation the canal is an offsite ecological receptor along with two Sites of Biological Interest (SBI) – Rochdale Canal: Stott's Lane – Ducie Street Basin located 0.5km east of the Site and Ashton Canal (West) located 0.5km south east. Offsite ecological receptor adverse impacts on the SAC and two SBIs can be prevented through the implementation of a CMP resulting in no significant adverse impacts to the receptors.
- 5.103 The report also identifies enhancements for biodiversity through the introduction of features for bats, the locations of which will be developed through detailed design and secured by condition.
- 5.104 A Biodiversity Net Gain briefing note has also been prepared by Tyler Grange and submitted in support of this application. The report concludes that the development will result in a 48.54% net gain in biodiversity value, which equates to 0.14 biodiversity units. A landscape ecological management plan will be secured by condition to detail how the units will be delivered through the creation and management of proposed habitats.

Arboriculture

Policy and Guidance

- 5.105 *Core Strategy Policy EN9 Green Infrastructure* highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will work to protect existing street trees and promote new planting.
- 5.106 The Residential Quality Guide is also relevant. The guide highlights that trees and woodlands form an important part of Manchester's green infrastructure and Manchester's green infrastructure should be enhanced, reinforced and well managed to become an integral part of the city's neighbourhoods, making healthier more sustainable and better-quality places to live.
- 5.107 The Manchester Green and Blue Infrastructure Strategy highlights the importance of making sure that the city has the right species of trees for a changing climate and the right arrangements for their long-term management to ensure that trees can continue to be an important part of the city's Character..
- 5.108 Section 12 of NPPF highlights the important contribution which trees make to the character and quality of urban environments. It goes on to state that decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community

orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Compliance of the Proposed Development

- 5.109 An Arboricultural Impact and Method Statement has been prepared by Tyler Grange in support of the Application.
- 5.110 Manchester City Council confirmed that whilst the Site is located within the Ancoats Conservation Area, no trees within the Site are covered by a Tree Preservation Order. No ancient or veteran trees or woodlands are present on nor in the vicinity of the Site.
- 5.111 The Tree Survey illustrates that there are no. 3 individual trees on Site (T1, T2 and T3) and no. 4 groups of trees. It is necessary to remove the existing trees on Site in order for the development to take place and for regeneration benefits to be realised.
- 5.112 One of the trees on the Site (T1) has been proposed for removal through the Jersey Street bridge application which is currently being determined (planning application ref. 133406/VO/2022). The removal of the tree is required by this application in order to demolish the redundant Jersey Street bridge and re-grade the road so that level access can be provided.
- 5.113 The additional trees on Site (T2 and T3) are proposed for by the removal Jersey Wharf development due to the limited potential future value.
- 5.114 The groups of trees are low quality self-seeded small and young trees with limited value on site.
- 5.115 The landscape scheme proposes the introduction of no. 24 new high-quality semi-mature trees within the design planted in the soft landscape. The tree planting will improve the biodiversity on site and create green external spaces, which are more relative to human scale and will link into the wider public realm network. The tree species have been carefully selected to ensure that they are resilient to the changing climate and can be easily managed.

Sustainable Design

Policy and Guidance

- 5.116 Policy EN4 requires that all development must follow the principle of the Energy Hierarchy, being designed to: reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and cooling; and to meet residual energy requirements through the use of low or zero carbon energy generating techniques.
- 5.117 Policy EN6 outlines that all applications for residential development of 10 or more units will be expected to meet minimum targets for CO2 reductions from low or zero carbon energy supplies, unless this can be shown not to be viable. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. An energy statement is required to be submitted at the outset if any proposed development. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
- 5.118 In addition to this, Core Strategy Policy EN6 defines Target 3 Micro-generation areas as locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

For this target it is necessary to reach a minimum increase of 15% on Part L 2010. As such, the building is exceeding the requirements.

- 5.119 Chapter 14 of the NPPF *Meeting the challenge of climate change, flooding and coastal change* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 5.120 In January 2021 the Ministry of Housing, Communities and Local Government released an updated version of the Building Regulation Part L, which is due to come into force in June 2022. The update to Part L is designed to provide a stepping-stone to more stringent requirements to meet the Future Homes Standard in 2025 and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions from using fossil-fuel.

Compliance of the Proposed Development

- 5.121 To address the requirements above, the Application is supported by a range of documents including an Energy and Environment Standards Statement (EESS) and a Sustainability Statement. The Proposed Development has been designed from the outset to reduce the Energy Consumption of the Building during construction and operation.
- 5.122 The ESS highlights that the dwellings of the Proposed Development can achieve against a range of energy targets. When utilising the SAP 2012 carbon the Proposed Development can achieve a 23% improvement over Part L 2013.
- 5.123 The Proposed Development has been designed with a forward-thinking energy strategy, including the following measures:
- The development adopts “fabric first” approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric and air leakage being reduced to a minimum.
 - Highly efficient MVHR unit for mechanical ventilation and efficient LED lighting.
 - Substantial photovoltaic cells at roof level.
 - Incorporation of an ‘all-electric energy system’ which benefits from connecting to the decarbonising National Grid.
- 5.124 In addition, it is considered that the Proposed Development is less likely to be impacted by the effects of climate change. For example, having reviewed the Environment Agency’s Flood Risk Map, the site is in Flood Zone 1 (assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). In accordance with the NPPF, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development, including residential.
- 5.125 A Sustainability Strategy has been produced by Buro Happold which presents MLDC’s vision for sustainable development and builds on evidence from their existing estate. This statement also presents an assessment of how the Proposed Development achieves against MLDC’s framework for sustainability, which has been developed to align with both MLDC’s and the City of Manchester’s sustainability ambitions.
- 5.126 The Proposed Development also performs strongly against the aspirations of Manchester City Council’s Climate Change Framework (2020-2025), further details are provided within the Climate Emergency Response (Appendix C).

Built Heritage

Policy and Guidance

- 5.127 Core Strategy Policy EN3 'Heritage' highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.
- 5.128 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.
- 5.129 Section 66 requires:
- “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”
- 5.130 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:
- “In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area....”
- 5.131 Paragraph 8c of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 5.132 Paragraph 193 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset's conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.
- 5.133 Paragraph 195 states that:
- “Where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss...”
- 5.134 Paragraph 200 of the NPPF states that:
- “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”
- 5.135 The Planning Practice Guidance (PPG) defines 'public benefits' as follows:
- “Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”
- 5.136 Public benefits may also include heritage benefits, such as:

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

Compliance of the Proposed Development

Heritage Impact

- 5.137 A Heritage Report prepared KM Heritage has been submitted in support of this application.
- 5.138 There are no World Heritage Sites within the immediate vicinity.
- 5.139 The Site is located within the Ancoats Conservation Area; and there a number of listed buildings and structures in close proximity to the Site, as detailed in Section 3.
- 5.140 The Site in its current state is a negative element within the wider townscape. It is considered that there is the capacity for change within the Site which could enhance the setting of the conservation area and wider townscape.
- 5.141 The potential of the Proposed Development to impact the conservation area and the setting of the identified heritage assets, has been assessed through the appraisal of no. 4 views. It was considered appropriate to scope out a direct assessment of impact on these assets.

Visual Impact Assessment

- 5.142 This assessment aims to appraise the heritage significance of identified views and the potential visual impact of the Proposed Development on the individual assets identified and the view as a whole.
- 5.143 The Key Views formed part of the EIA Screening Letter submitted to MCC in September 2021 and have been presented to and agreed with Historic England.
- 5.144 The Viewpoints have been assessed against the guidance set out in Historic England's The Setting of Heritage Assets (December 2017).
- 5.145 No formal guidance exists for the assessment of significance of effects on heritage assets or heritage significance within views. However, the severity of the effect on heritage assets and heritage significance within views may depend on both the magnitude of impact and value and importance of resource.
- 5.146 The view from Jersey Street looking north east towards the Site just before the junction with Radium Street demonstrates that Jersey Wharf will provide a suitably scaled 'bookend' to the conservation area and the simple and regulated approach to the materials and façades will mean that the roofscapes of buildings in the foreground can still be identified and appreciated. It is therefore concluded that the proposals will make a positive contribution to this view.
- 5.147 The view from Jersey Street looking south west towards the Site acts as a gateway view into the conservation area and demonstrates that the proposal will create a high-quality focal point at the entrance to the conservation area and enhance this view into the conservation area.
- 5.148 The view from Poland Street looking south towards Jersey Street illustrates that the proposal will be barely visible, but where seen will not only sit comfortably alongside Eliza Yard, but also in the multi-layered urban context to the right.
- 5.149 The view from the south east looking towards the Proposed Development as seen alongside the Rochdale Canal demonstrates that Jersey Wharf will sit contextually and sympathetically on the edge of the conservation area.

- 5.150 The Heritage Report considers that Jersey Wharf will contribute positively to the character and appearance of the conservation area, providing an appropriate backdrop to existing buildings and the canal and also in marking the entrance to the conservation area from the north east.
- 5.151 The Heritage Report concludes that the proposed scheme preserves the special architectural and historical interest of the nearby listed buildings and conservation area affected by the development. The proposed development thus complies with S.66(1) and S.72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. It does not lead to ‘substantial’ harm or any level of ‘less than substantial’ harm to any heritage assets.

Archaeology

Policy and Guidance

- 5.152 Core Strategy Policy DM1 Development Management sets out that all development should have regard to effects relating to archaeological heritage.
- 5.153 Policy EN3 states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support the Council in preserving or, where possible, enhancing the historic environment.
- 5.154 NPPF *Chapter 16 Conserving and enhancing the historic environment* (paragraphs 189 to 208) states that heritage assets, including those with archaeological interest, are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the local planning authority should take account of the desirability of sustaining and enhancing the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

Compliance of the Proposed Development

- 5.155 An Archaeological Assessment has been undertaken by Salford University, with the findings summarised below.
- 5.156 The Site was developed initially in the early nineteenth century, when Beavers Cotton Mill was constructed in 1825. In 1891 a row of terraced houses had been constructed along the eastern boundary of the Site. Over the slum clearance period following the Wars, these dwellings have since been demolished. Archaeological remains of early-nineteenth-century houses and remains of an early cotton mill that was converted into housing may survive in-situ within the footprint of the proposed development site. Additionally, remains associated with the nineteenth-century industry in Ancoats in the form of the Rochdale Canal Arm and works to the east may be of local significance.
- 5.157 Salford University have concluded that archaeological investigation via a programme of archaeological evaluation trenching may be required to establish the presence or absence of buried archaeological remains. If significant archaeological remains are encountered during the archaeological evaluation, then further excavation may be required to offset the harm of the development. The scope and extent of any further investigation will be determined by the Greater Manchester Archaeology Advisory Service.
- 5.158 Further details are provided within the Archaeological Assessment submitted with the Application.

Transport

Policy and Guidance

- 5.159 Core Strategy Policy SP1 states that, “new development will maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport.”
- 5.160 Core Strategy T1 states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic, for example, congestion, air pollution and road

accident casualties; and take accounts road users' needs according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.

- 5.161 Core Strategy Policy T2 states that the Council will actively manage the pattern of development to ensure that new development, "is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities."
- 5.162 NPPF Chapter 9 Promoting sustainable transport (paragraphs 104 to 113) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.163 The PPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and helping mitigate the negative transport impacts of development in order to promote sustainable development. LPAs must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.
- 5.164 As outlined in Paragraph 5.47 the City Centre Transport Strategy sets out seven ambitions which focus on areas that will help to achieve the vision:
- Walking will be the main way of getting around the city centre.
 - The city centre will be cleaner, greener and less congested.
 - More people will choose to cycle to destinations within the city centre.
 - The city centre will benefit from better public transport connections.
 - Parking in the city centre will be smarter and integrated within other modes.
 - Good will be moved and delivered sustainably and efficiently into and within the city centre.
 - Innovation will be embraced where it benefits the city centre and its users.

Compliance of the Proposed Development

- 5.165 The Transport Statement identifies that the Proposed Development is located in a highly accessible location in Ancoats and so is well located to make use of the existing and proposed public transport links and pedestrian/cycle routes.
- 5.166 The total provision for parking on the Site is 3 disabled parking bays which include 3 electric car charging points at 7kW charge which enable all bays to be used by electric vehicles as a mechanism for futureproofing the development. The disabled bays meet the requirements of Manchester City Council's Design for Access 2 Guidance Document.
- 5.167 As well as the disabled parking, additional parking for the Site will be facilitated by the provision of spaces at the Ancoats Mobility Hub. The Hub is to be located off Poland Street and is a short walk from the Proposed Development site. It is proposed that 60 car parking spaces at the Mobility Hub will be allocated to Jersey Wharf, which equates to a 33% car parking provision. This number is based on other Manchester Life occupier profiles and anticipated demand for car parking spaces. The Framework Travel Plan submitted with the application outlines how residents will be encouraged to use the facilities.

- 5.168 Due to the limited amount of parking on Site, the anticipated trip generation of the Proposed Development is considered to be negligible. Additionally, given the scale, location, type, use and lack of designated parking proposed the commercial units will be very much ancillary and would not represent a 'new destination' for people to travel to by single occupancy car use.
- 5.169 Consistent with recommendations from Manchester City Council, 190 cycle parking spaces are proposed at the Site representing a 1:1 cycle space to apartment ratio.
- 5.170 A Framework Travel Plan has been prepared for the Site and submitted as a standalone planning document. The aim is to inform residents, employees and visitors of the alternatives to driving their cars, to increase awareness of and promote greener, cleaner modes of travel such as EV, to reduce reliance on the private car. Residents will be encouraged to use the Mobility Hub facilities, including the dedicated car club facilities; cycle parking spaces; bike hire and deliveries hub. The Mobility Hub will be located 0.1km to the north of the Site.
- 5.171 As part of the Poland Street Zone Public Realm Strategy Manchester City Council is developing a neighbourhood transport and movement strategy. This strategy will incorporate a range of traffic regulation orders designed to encourage use of the Mobility Hub and discourage highways issues such as nuisance on street parking in the Ancoats area. It is anticipated that this strategy will be implemented prior to the opening of Jersey Wharf.
- 5.172 Additionally, the Proposed Development is in line with the ambitions of the City Centre Transport Strategy. As a result of its low levels of on-site car parking (including those leased within the Ancoats Mobility Hub), residents within the development will be encouraged to walk to get around the city centre and benefit from close proximity to the wide range of employment, retail, and leisure opportunities within the city centre. Furthermore, the approach to the car parking will play a part in reducing congestion in this part of Ancoats and may encourage greater cycling.

Waste and Servicing

Policy and Guidance

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

Compliance of the Proposed Development

- 5.175 A refuse store has been provided within each block, located adjacent to the entrance core, allowing residents to travel downstairs and dispose of waste without leaving the building. Additionally, one commercial refuse store has also been provided in each block and this will be shared between the commercial units.
- 5.176 It is proposed that Residential Waste will be collected by the Local Authority waste collection company and supplemented by private collection if required. The waste from commercial units will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way.
- 5.177 On collection days management will move the full bins to kerb side on Jersey Street and will be returned to the bin-store as soon as collection takes place.

- 5.178 The Site Waste Management Strategy has been prepared by PRP and submitted with the Application. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards set out within the MCC Waste Storage and Collection Guidance for New Developments, in terms of storage, recycling and management.

Flood Risk and Drainage

Policy and Guidance

- 5.179 Chapter 14 of the NPPF, Meeting the challenge of climate change, flooding and coastal change (paragraphs 152 to 173) sets out how the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the re-use of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 5.180 Paragraphs 159 to 169 address planning and flood risk. This section of Chapter 14 provides details regarding strategic planning to manage and minimise flood risk, by avoiding inappropriate development and applying a sequential, risk-based approach when assessing plans and development proposals.
- 5.181 Core Strategy Policies SP1, H1 and DM1 states that new development proposals must have regard to flood risk and drainage.
- 5.182 Core Strategy Policy EN14 states that an appropriate Flood Risk Assessment will be required for all development proposals on sites greater than 0.5 ha within Critical Drainage Areas (this requirement is extended within the NPPF to all sites greater in size than 0.5ha notwithstanding whether they are in a Critical Drainage Area). Policy EN14 also states that all new development should minimise surface water run-off, including through Sustainable Urban Drainage Systems (SuDS) and the appropriate use of Green Infrastructure. In Critical Drainage Areas, evidence to justify surface water run-offs will be required.
- 5.183 Core Strategy Policy EN17 states that development should avoid any adverse impact on water quality, including during construction; should minimise surface water run-off from development and associated roads; and maximise use of sustainable urban drainage systems.

Compliance of the Proposed Development

- 5.184 A Flood Risk and Drainage Strategy has been prepared by Curtins for the Proposed Development.
- 5.185 The Environment Agency flood map for planning identifies that the site is located within Flood Zone 1, which is land having a less than 1 in 1,000 annual probability of river or sea flooding. The extent of flooding to the Site from surface water is identified as being at 'very low' risk of flooding from surface water.
- 5.186 This is reiterated by the Flood Risk Assessment prepared by Curtins, which concludes that that the Site is at risk very low risk of flooding from all sources at present. It concludes that the installation of a positive drainage network will mitigate any flood risk associated with increasing the impermeable area.
- 5.187 The Proposed Development is proposed to discharge foul water to the combined water sewer located to the north of the proposed site, along Jersey Street at two locations. In addition, the proposed surface water drainage system will connect to existing combined sewers located on Jersey Street. The Site will also utilise permeable paving, areas of drained soft landscaping and rain gardens which will locally drain external paved areas.
- 5.188 The following sustainable drainage systems were also considered as options for the Site; however, they have been demonstrated as inappropriate:
- Infiltration Systems – systems such as infiltration trenches and soakaways were considered as part of the surface water management strategy, however the ground conditions and the results of the

falling head permeability testing indicate limiting permeability of the underlaying clay. Therefore, infiltration systems are not considered suitable for the site.

- Green/Blue Roofs – were considered for the site, however as all available roof area is being utilised for PV panels, they are not considered suitable for the site.
- Swales, Wetlands and Attenuation Ponds – due to the small nature of the Site and the limited space available, pre-treatment steps and retention systems such as swales, wetlands and ponds are not considered suitable for the site due to their space requirements.

5.189 Full details can be found in the Flood Risk Assessment and Drainage Strategy submitted as part of this application.

Green and Blue Infrastructure

Policy and Guidance

5.190 Core Strategy Policy EN 9 (Green Infrastructure) states that developers will be encouraged to enhance the quality and quantity of green infrastructure, improve the performance of its functions, and create and improve linkages to and between areas of green infrastructure, where opportunities arise.

5.191 In July 2015 Manchester City Council adopted 'Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester'. The document outlines the Council's vision to create safe and attractive neighbourhoods, a major expansion of the city's sports, leisure and cultural facilities, and improvements in the city's natural environment.

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

Compliance of the Proposed Development

5.193 Planit-IE have designed the landscape masterplan for the Jersey Wharf development. Details of the landscape proposals are included within the Design and Access Statement prepared by PRP Architects and summarised earlier in this Statement.

5.194 The landscape proposals are part of a wider Public Realm Strategy which was endorsed at Manchester City Council's Executive in March 2022. The Strategy is an addendum to the Poland Street Zone NDF and is intended to guide the design of public realm across the neighbourhood.

5.195 One of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway, which is located to the east of Jersey Wharf. The Prussia Street Arm Greenway will create a simple linear green connection from Portugal Street to the Rochdale Canal, that celebrates the hidden alignment of the Prussia Street Canal Arm. The demolition of the Jersey Street bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Greenway to the Rochdale Canal. The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key city spaces through providing a direct link to the Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Arm, which will inform the character of this space. It will extend from Ancoats Green to the Rochdale Canal, creating a safe, level and pleasant pedestrian and cycle connection.

5.196 Further details are provided within the Green and Blue Infrastructure Statement (Appendix B).

Ground Conditions

Policy and Guidance

- 5.197 *Core Strategy Policy EN18 Contaminated Land and Ground Stability* sets out that the Council will give priority for the remediation of contaminated land to strategic locations.
- 5.198 Paragraph 183 of the NPPF requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and land instability, including from natural hazards or former activities such as mining and pollution arising from previous uses.

Compliance of the Proposed Development

- 5.199 A Phase II Geo-Environmental Site Assessment was undertaken by E3P in support of this Application.
- 5.200 The Jersey Wharf site is currently split into two distinct parcels of land; the areas to the east is vacant land which is fenced to prevent access to the public; while the area to the west is occupied by industrial units, with a warehouse on the western boundary and the remainder of the site is occupied by a surface car park and a container. The Phase II Geo-Environmental Site Assessment was undertaken on the eastern are of Parcel as the land on the western side was not accessible due to the buildings on site.
- 5.201 Laboratory analysis of the soils has indicated the presence of elevated metals, non-volatile PAHs and asbestos in Made Ground deposits. Asbestos was identified in one sample out of three samples submitted for analysis. Quantification identified WS112 at 1.20m to have concentrations below <0.001%
- 5.202 Furthermore, significant evidence of the former canal arm (Bengal Arm & Prussia Street Arm) has been identified through the wide site and so its presence can be assumed similarly through parcel C currently. Perched water within the canal is currently considered to be a risk and will require pumping and offsite disposal. In order to facilitate this, it is likely that the former canal will require a stank to seal off the ingress of water to the site.
- 5.203 In addition, the Assessment concluded that it is likely that the foundation will require engineering input during construction.

Neighbourhood Amenity

Noise

Policy and Guidance

- 5.204 *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity, including noise.
- 5.205 *UDP Policy DC26 Development and Noise* outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- a. The effect of new development proposals which are likely to be generators of noise; and
 - b. The implications of new development being exposed to existing noise sources which are effectively outside planning control.

Compliance of the Proposed Development

- 5.206 An Acoustic Planning Report has been undertaken by Sandy Brown. The Report describes the methods used to assess the impacts; the baseline conditions currently existing at the Site and surroundings; the potential direct and indirect impacts from Development, and the mitigation measures required to offset the impacts.

- 5.207 The dominant noise sources observed at the Site during the survey were from occasional road traffic noise and constant plant noise from the industrial units. Less significant noise sources included construction noise and distant plant noise from other locations.
- 5.208 The representative background noise levels were between 36 dB and 42 dB during the daytime and 32 dB and 36 dB at night.
- 5.209 Plant limits have been set such that the cumulative noise level at 1m from the worst affected windows of the nearby noise sensitive premises is to be at least 5 dB below the typical background noise levels.

Daylight and Sunlight

Policy and Guidance

- 5.210 Core Strategy *Policy DM1* outlines that all development should have regard to effects of amenity including privacy and light.
- 5.211 Paragraph 125c of the NPPF states that when local planning authorities are considering applications for housing a flexible approach should be applied in policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.
- 5.212 *UDP Policy H2.1* states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 5.213 In encouraging developers to “appreciate scale”, MCC’s Residential Quality Guidance acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow amongst other things and requiring developers and their design teams to demonstrate how massing and scale have been considered in terms of its impact on the neighbourhood, street and block.
- 5.214 The BRE guidelines entitled *Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice* (2011) provide a recommendation to inform site layout and design. The BRE guidelines outlines that residential properties have the highest expectation for natural light compared to other uses, such as commercial uses. The BRE Guidelines provide two methodologies for daylight assessment in existing surrounding residential properties, namely; The Vertical Sky Component (VSC); and The No Sky Line (NSL).
- 5.215 The benchmark condition of the site allows for the daylight and sunlight conditions within the neighbouring buildings to be calculated. The assessment of baseline levels to the surrounding properties considers whether a window/room already meets the BRE criteria in the existing scenario only, whilst the BRE guide states that a window/room should not be reduced by any more than 0.8 times its former value (a 20% reduction) in the proposed scenario.

Compliance of the Proposed Development

- 5.216 A Sunlight and Daylight Assessment has been carried out by GIA Chartered Surveyors. An overshadowing assessment has not been undertaken as the Proposed Development is a sufficient distance away from Ancoats Green not to impact the sunlight amenity to this area.
- 5.217 The following buildings were considered due to their proximity to the Site and by virtue of meeting the criteria in terms of orientation relative to the Proposed Development:
- Engels House
 - Avro House
 - 8-24 Navigation Street
 - Flint Glass Works
 - Eliza Yard

- 5.218 The Assessment concludes that surrounding properties will exhibit acceptable levels of daylight and sunlight for a city centre location in accordance with the BRE Guide. A summary of the Assessment results is provided below.
- 5.219 It is important to note that the emphasis placed on development in the area has therefore led to a number of schemes coming forward in the locality, and with increased height and density, deviations from the published BRE criteria are unavoidable. Overall, the surrounding properties will exhibit acceptable levels of daylight and sunlight for a city centre fringe location. Where deviations from the BRE target criteria are identified, these are supported by the NPPG, Manchester Core Strategy and BRE guide. As such, when considering the flexibility with which the BRE guide is intended to be used, the overall impact of the scheme on the surrounding residential properties is considered acceptable.

Engels House

- 5.220 None of the living rooms to this property face within 90 degrees of due south and an APSH sunlight assessment is therefore not required.
- 5.221 40 of the windows which do not meet the VSC daylight criteria, and 40 rooms that do not meet the NSL daylight criteria, serve bedrooms, which the BRE considers as having a lesser requirement for daylight.
- 5.222 The remaining windows and rooms are single aspect living kitchen diners, with deep floor plates and overhanging balconies. As such, the obstruction created by the balconies makes it difficult for daylight to reach the windows, and the internal layouts are such that daylight is unable to penetrate deep into rooms.
- 5.223 12 windows serving 12 living kitchen diners do not meet the BRE criteria for VSC and NSL daylight, however when considering the context of the site, aspirations for regeneration and emerging height and density in the area, in addition to the flexibility with which the BRE guide is intended to be used in city centre locations, the impact to daylight and sunlight on this property is considered acceptable.
- 5.224 Engels House will average VSC daylight levels of 16.68% with the Proposed Development in place, which is considered appropriate for a city centre location and the environment around Ancoats.

Avro House

- 5.225 None of the living rooms to this property face within 90 degrees of due south and an APSH sunlight assessment is therefore not required.
- 5.226 7 of the windows which do not meet the VSC daylight criteria, and all of the rooms that do not meet the NSL daylight criteria, serve bedrooms, which the BRE considers as having a lesser requirement for daylight. The remaining 8 windows which do not meet the VSC daylight criteria serve living kitchen diners.
- 5.227 Similarly, to Engels House above, the living kitchen diners are single aspect, the floorplates are deep, and a number of windows are recessed into the building or located beneath balconies. This makes it difficult for daylight to reach the living kitchen diner windows and penetrate into the rooms and places a burden on the development site to maintain existing levels.
- 5.228 Notwithstanding the building will retain average VSC daylight levels of 25.04%, with the proposed development in place, which is very good for the city centre location.

8-24 Navigation Street

- 5.229 None of the living rooms to this property face within 90 degrees of due south and an APSH sunlight assessment is therefore not required.

- 5.230 All of the windows and rooms which do not meet the BRE criteria for VSC and NSL daylight are kitchens. The kitchens are deep, single aspect rooms which places a burden on the development to maintain existing daylight levels.
- 5.231 Notwithstanding, the property will retain average VSC daylight levels of 19.88% and the rooms will receive a view of the sky to an average of 62% of their area, both of which are considered acceptable given the context of the site and its city centre location.

Flint Glass Works

- 5.232 Flint Glass Works will fully accord with the BRE target criteria for NSL daylight. In total, three windows do not meet the criteria for VSC daylight, all of which serve living kitchen diners. The affected rooms are reduced by between 20-30%, which is considered minor.
- 5.233 1 room does not meet the APSH sunlight target. However, it does achieve the winter PSH target and achieves 23% annual PSH (which is marginally short of the 25% target) and is therefore considered acceptable given the location.
- 5.234 Overall, given the Site's location and context, the impact on daylight and sunlight to this property is considered acceptable.

Eliza Yard

- 5.235 A mirror image assessment has been undertaken using the proposed Eliza Yard massing in order to fully understand the results in context.
- 5.236 Using the mirror image baseline, 11 windows which do not meet the VSC daylight target are reduced by between 20-30%, which is a minor impact and acceptable given the city centre location. Additionally, for VSC daylight, 3 windows are reduced by 30-40% and 2 windows are reduced by in excess of 40%. These 5 windows represent less than 4% of all windows assessed which is a small proportion in context to the building as a whole and therefore considered acceptable. 3 rooms do not meet annual and winter PSH targets. Average retained sunlight levels are very good, and Eliza Yard will retain 45% annual PSH, against a target of 25% - whilst average winter levels are 9% against a target of 5%. Eliza Yard will average VSC daylight levels of 18.03% with the Proposed Development in place, which is considered appropriate for a city centre location.
- 5.237 48 of the rooms which do not meet the NSL daylight criteria are bedrooms, which the BRE considers as having a lesser requirement for daylight. This means that 21 living kitchen diners do not meet the NSL daylight criteria, which is a small proportion of the rooms assessed and, given that we have only assessed those rooms which face the development, an even smaller proportion in context to the building as a whole. The impact on NSL daylight is therefore considered to be minor and acceptable.
- 5.238 Only 3 rooms do not meet the target for both annual and winter PSH. Average retained sunlight levels are very good, and Eliza Yard will retain 45% annual PSH, against a target of 25%, whilst average winter levels are 9% against a target of 5%. The impact on APSH sunlight to this property is therefore considered acceptable.

Air Quality

Policy and Guidance

- 5.239 *Core Strategy Policy EN16* states that "the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport, Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

- 5.240 *Paragraph 12.81* continues other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.
- 5.241 Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself.
- 5.242 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
- 5.243 Chapter 15 of the NPPF *Conserving and enhancing the natural environment*, states at paragraph 174 that planning policies and decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 5.244 Paragraph 186 sets out that planning policies and decisions should sustain and contribute toward compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas or Clean Air Zones.

Compliance of the Proposed Development

- 5.245 Hoare Lea has undertaken an assessment of potential construction and operational phase air quality impacts associated with the Proposed Development.
- 5.246 The Site is not located within an Air Quality Management Area. The nearest Air Quality Management Area is located approximately 160m to the north along Oldham Road and covers roads that would be used by the Proposed Development traffic. As a result, the screening assessment for the Air Quality Assessment has been undertaken with reference to the more stringent indicative criteria within the Environmental Protection UK and Institute of Air Quality Management guidance

Construction Phase

- 5.247 During the construction phase of the Proposed Development there is potential for temporary air quality impacts at human receptors as a result of fugitive dust emissions from the Site. These were assessed in accordance with the IAQM methodology.
- 5.248 A number of potential mitigation measures to reduce potential impacts from the construction phase have been recommended in the assessment, which will be reviewed and incorporated within the future detailed Construction Environmental Management Plan.

Operational Phase

- 5.249 The results of the operational phase traffic screening assessment indicate that the Proposed Development will result in an overall reduction in vehicle trips when compared to the existing use. In accordance with the Environmental Protection UK and the Institute of Air Quality Management guidance the impacts on air quality from the operational phase traffic are considered not to be significant, and no further assessment is required.
- 5.250 Energy provision for the Proposed Development will be all-electric incorporating electric panel heaters for space heating and electric immersion heaters for domestic hot water with no combustion processes involved or any release of combustion emissions. Consequently, there will be no impact on local air quality from the energy plant and no mitigation measures are required.
- 5.251 The baseline site suitability review has been undertaken to assess the suitability of the Site for the proposed residential use. The results for NO₂, PM₁₀ and PM_{2.5} concentrations are not expected to exceed the

relevant AQOs. Consequently, the Site is considered suitable for the Proposed Development and mitigation measures such as filtration are not required.

Ventilation and Overheating

Policy and Guidance

- 5.252 *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity.
- 5.253 *Core Strategy Policy EN8 Adaptation to Climate Change* states that 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.

Compliance of the Proposed Development

- 5.254 A Ventilation Statement has been prepared by Buro Happold. The Statement makes specific recommendations relating to each part of the Proposed Development. The ventilation strategies for each part of the Proposed Development have ensured Part F of the building regulations are met and that the air quality and occupant comfort within the building is satisfactory.
- 5.255 Any negative impact of ventilation systems on accommodation within the Proposed Development or neighbouring properties has been mitigated by:
- Ensuring all ventilation systems do not exhaust onto any neighbouring buildings or locations where people are likely to be present.
 - Providing openable windows/doors within habitable spaces to mitigate the risk of overheating during summer months.
 - Installing noise attenuation equipment on ventilation plant in order to comply with the acoustic criteria.
 - Installing grease-filtered kitchen recirculation fans to mitigate the exhaust of odours to external.
 - Ensuring smoke shafts terminate above or away from any emergency escape routes.
- 5.256 In order to future proof the development against the risk of increased temperatures due to climate change, a thermal comfort assessment has been undertaken for the residential spaces of the Jersey Wharf Development. This has been carried out using IES Virtual Environments in accordance with the methodology defined in CIBSE TM59. The overheating assessment was carried out for the scenario that natural ventilation will be provided via openable windows and standard mechanical ventilation (MVHR) provided for background ventilation throughout the day. The thermal comfort assessment identifies that the TM59 criteria can be met and therefore overheating risk is at a minimum.
- 5.257 The following design measures have been incorporated into the design of the Proposed Development in order to mitigate the overheating risks:
- Window openings designed to meet Part F purge ventilation. Attention has been made to ensure effective opening areas to be achieved;
 - Mechanical ventilation based on MVHR to provide background ventilation;
 - Window /glazing size has been discussed extensively during the design stage, driven by minimising heat loss to meet the future building regulation Part L, i.e. 23% improvement over above the current building regulation standard.
 - Solar gain reduction by using windows with low g value, whilst still maintaining light transmittance of no less than 60% and allowing homes to benefit from the winter solar gains to reduce energy cost.
- 5.258 In addition to this, Appendix B & C (Green and Blue Infrastructure Statement and Climate Emergency Response) submitted in support of the application set out in detail how the proposals will be adaptable in terms of sustainability and climate change.

TV Reception and Broadband Connectivity

Policy and Guidance

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

Compliance of the Proposed Development

- 5.260 A Baseline Television Reception Survey has been carried out by Pager Power for the Proposed Development in order to record the existing television signal strengths and quality. The test results, used in conjunction with other information recorded during the survey (for example, the existing surrounding buildings), were used to assess the potential impact of the Proposed Development on television reception.
- 5.261 Potential effects on television reception were assessed based on technical modelling in accordance with published guidance. The desk-based analysis was supplemented by a baseline reception survey that took place in the potential interference zone to increase the accuracy of the assessment further.
- 5.262 The study has focused on the reception of VHF (FM) radio and the two television broadcast platforms that could possibly be impacted by the proposed development – digital terrestrial television and digital satellite television services.
- 5.263 The Survey concludes that the proposed development is within coverage area for the Winter Hill television transmitter. Terrestrial signal strength is very good in the proposed development's shadow zone for the main multiplexes and overall good to very good on average when including the results for the local multiplexes. Any reported television interference after construction has begun should be investigated by means of a reception measurement and any impacts that do occur would most likely be constrained to areas immediately behind the proposed development.
- 5.264 On this basis, the Proposed Development is not anticipated to lead to any adverse impact on reception of terrestrial, digital or radio signals.
- 5.265 A Broadband Connectivity Assessment has been carried out by Pager Power for the Proposed Development. The assessment concludes that fibre optic broadband is not available at two of five assessed addresses checked near to the Proposed Development Site. However, as the Proposed Development consists of more than 19 plots, the Broadband Connectivity Assessment states that Fibre To The Premises infrastructure is available free of charge subject to application to Openreach. This is recommended to ensure internet speeds are maintained. The assessment also sets out the Site registration process for ensuring that service to the first property is provided.

Crime and Security

Policy and Guidance

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

Compliance of the Proposed Development

- 5.268 A Crime Impact Statement has been prepared by Greater Manchester Police's Secure by Design team.
- 5.269 The report acknowledges that the Proposed Development will generate additional legitimate activity into a neighbourhood which has been subject to criminal damage and other abuse. Redevelopment with housing

and repopulation of the site should help to create a sense of ownership and responsibility and improve informing policing of the area.

- 5.270 The building provides ground floor activity in the form of residential entrances and commercial units. These uses offer good levels of activity and natural surveillances of the adjacent public realm.
- 5.271 The footprint of the building facing onto the public realm has been designed to be relatively simple and free from deeply recessed or concealed areas.
- 5.272 The internal layout of the building has been designed to allow for separation of accessible and restricted areas. The access control strategy adopted by the development will be capable of confining movement into and through the building, thus allowing staff and visitors to only enter parts of the Site to which they have legitimate reason to be present.
- 5.273 Entry to the cycle parking for residents will be strictly limited via an access-controlled system to ensure that only cyclists can gain access. Racks provided within the cycle store will allow bikes to be stored securely.
- 5.274 All physical security elements within the building will be constructed in accordance with the standards set out within the Crime Impact Statement to demonstrate a level acceptable to Design for Security.

Fire Strategy

Policy and Guidance

- 5.275 The requirement for a fire statement at planning is requested under the Town and Country Planning (Development Management Procedure and Section 62A Application (England) (Amendment) Order 2021.
- 5.276 As of 1 August 2021, a fire statement is required at Gateway One of the new regulatory regime, as detailed in the Building Safety Bill (2021) for relevant buildings. The regulatory regime also establishes the Health and Safety Executive as a statutory consultee.

Compliance of the Proposed Development

- 5.277 A Gateway One Fire Engineering Planning Statement has been prepared by Hoare Lea that provides a completed gateway one form and a fire safety access plan.
- 5.278 Both blocks will be fitted with sprinklers in the residential and non-residential areas. Additionally, both blocks will be fitted with two firefighting shafts, which are located within 7.5m of the stair at each floor level.
- 5.279 The main vehicle access route will be via Jersey Street and as this is a public highway it is expected that it should meet the vehicle access requirements for pump appliance.

Summary

- 5.280 This section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of other technical reports. It has been demonstrated that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

6. Summary

- 6.1 This Planning Statement (the ‘Statement’) accompanies an application for Full Planning Permission, submitted to Manchester City Council, in respect of land bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east in Ancoats, Manchester (the ‘Site’).
- 6.2 The Applicant, Manchester Life, is a residential property development company supporting the sympathetic and sustainable redevelopment of Ancoats and New Islington into vibrant and inclusive communities. The multi-phased Manchester Life initiatives combines the best of public and private sector expertise to plan, finance, develop and manage a portfolio of high-quality homes that will support the emergence of East Manchester. Manchester Life has delivered over 1,460 new homes for rent and sale across Ancoats and New Islington, including the refurbishment of the Grade II* Murrays’ Mills.
- 6.3 The application relates to a Site known as Jersey Wharf and is one of six sites which has been identified for the next phase of development in the Ancoats and New Islington neighbourhood. Four of these schemes were granted planning permission, and where necessary listed building consent by Manchester City Council Planning and Highways Committee in July 2021:
- Ancoats Dispensary (Planning Application ref: 130356/FO/2021) – development comprising 39 residential apartments within retained and refurbished facades of Ancoats Dispensary
 - Eliza Yard (Planning Application ref: 130354/FO/2021) – development comprising 118 residential units and 583 sqm of commercial floorspace
 - Mobility Hub (Planning Application ref: 130627/FO/2021) – Decentralised Delivery Hub promoting sustainable travel, comprising 150 bicycle stores, 221 sqm commercial floorspace, facilities to rent bicycles and 408 car parking spaces, accessible to Jersey Wharf residents
 - Downley Drive (Planning Application ref: 130390/FO/2021) – development comprising 68 new homes in total with associated car and cycle use
- 6.4 The remaining two sites are the Rodney Street accessible homes site which underwent consultation in February – March 2022 and the Jersey Wharf Site.
- 6.5 Upon completion, the six sites will provide the following high-level benefits with further discussion presented in Section 2:
- Over 500 new homes, including a large amount of affordable or accessible housing.
 - Active ground floor uses through the inclusion of commercial units.
 - An integrated transport hub encouraging active travel within the neighbourhood and beyond.
 - Redevelopment of the Grade II listed Ancoats Dispensary.
- 6.6 The Site comprises brownfield land of approximately 0.54 hectares, which is currently comprised of a low-rise warehouse with associated surface level car parking and grassland and is accessed from Jersey Street. The Site is situated in the Ancoats and Beswick election ward. The Ancoats area is characterised by medium to high density residential developments, with ground floor commercial uses, either within new buildings or conversions. The Poland Street area contains low rise industrial buildings and older buildings occupied by businesses. The Site is located within the Ancoats conservation area. A full description of the Site is provided in Section 3 of this Statement, summarising its history and supportive planning context.

- 6.7 The Proposed Development comprises residential-led development to deliver 190 residential units, ground floor commercial floorspace within two 8-storey buildings, cycle and car parking, hard and soft landscaping, access and servicing and other associated works.
- 6.8 The Proposed Development seeks the effective reuse of the Site which has been identified in various regeneration plans for over 20 years; including, most recently, the Poland Street Zone Neighbourhood Development Framework 2020 (hereby referred to as 'the Poland Street NDF'). The height of the Proposed Development is in line with the guidance provided with the NDF.
- 6.9 The Site is in a highly accessible location due to its close proximity to transport links, including the committed Mobility Hub (Planning Application ref: 130627/FO/2021). The Site is within walking distance of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.
- 6.10 The Proposed Development has been designed taking into consideration a range of housing needs. This will contribute to meeting the Manchester's annual housing need as stated in Core Strategy Policy H1, Overall Housing Provision and the Manchester Residential Growth Strategy. Core Strategy H4 East Manchester states that c.30% of new residential development will be provided within East Manchester and priority will be given to family houses and other high value, high quality development. The increased housing provision will in turn support Manchester's future economic growth.
- 6.11 A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved. This has included consultation with a range of stakeholders including Manchester City Council, Historic England, Greater Manchester Police and the wider community.
- 6.12 The Proposed Development has been designed to respond to the surrounding area and context, including the Poland Street NDF and subsequent Public Realm Strategy. The historic character of the area has been respected and referenced through the reintroduction of the street grid and the choice of materials.
- 6.13 A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in the Section 5 of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan and is further justified in the context of other material considerations, including the NPPF and measures taken to mitigate any identified impacts.
- 6.14 It has been demonstrated that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

Appendix A: Compliance with the Poland Street Zone NDF

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

Principle	Response
To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice.	The proposed residential use includes a mix of dwelling sizes and types to cater a range of households. These include 190 units: - 50 x 1 bed (26%) - 128 x 2 bed (67%) - 12 x 3 bed (6%) This proposed high quality development will include attractive landscaping which will be well managed to ensure that the development contributes to the continued success of the Ancoats area.
Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings. The quality of the wider mix of uses in the area should be carefully managed. Start-up businesses and independent operators should be encouraged through flexible leasing strategies, as well as established operators. For build-to-rent schemes there is potential to incorporate space at the ground floor of buildings which starts life in residential use before converting to commercial use in the future as population and activity in the area builds up over time.	Commercial floorspace will be provided at the ground floor of the Proposed Development. This will provide opportunities for a wider mix of uses within the neighbourhood and will assist in creating a Live Work neighbourhood as set out within the NDF.
New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canal-side settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing. New development should contribute towards the creation of a neighbourhood that is spatially integrated. This should be across the neighbourhood as a whole; within the city core, the Northern Quarter and Piccadilly; and, with existing and emerging communities that adjoin the site including Miles Platting and the emerging Northern Gateway communities.	The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station).

New development should not be considered in isolation but contribute towards a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.	
Creating a spatially integrated neighbourhood will require enhanced north south connections back to the city centre core and improved inter-radial (east-west) connectivity for pedestrians and cyclists.	As set out in the Framework Travel Plan, residents will be encouraged to travel into neighbouring areas using sustainable transport.
A specific objective in this regard will be to recognise key neighbourhood connectors which intuitively influence movement patterns through the area, and in so doing, to assist in defining those key connections via well considered, high quality and consistent public realm works that create attractive and free flowing pedestrian and cyclist orientated routes. Options to address the current issues of rat running should also be considered.	The proximity to the forthcoming Mobility Hub will encourage active travel. The Proposed Development will be part of a wider public realm strategy in the future which will improve the experience of the neighbourhood as a whole for residents and visitors.
Opportunities to retain and enhance both shorter- and longer-range views across the 3 areas should be carefully considered, in contributing to a more connected and cohesive neighbourhood.	The existing Site lacks a sense of place. An impact on key views has been presented within the Heritage Statement and, overall, it is considered that the Proposed Development is acceptable in heritage terms. Overall, the Proposed Development will improve the Site's appearance and facilitate improved connection through the neighbourhood.
To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality.	The Proposed Development has responded to its context within the Ancoats Conservation Area, as described earlier in this Statement. In particular, the area's historic past as a centre for glass manufacture has informed the external appearance of the building through the choice of red, brick-coloured aluminium cladding as a prominent materiality and the inclusion of detailing in metal-work and on doors at ground floor.
New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines.	An overarching public realm strategy is being progressed by MCC to deliver the aspirations of the NDF. Placemaking has also been improved via the inclusion of commercial units on the ground floor and public realm proposals. In addition to this the Proposed Development is enabling the public realm strategy for the Poland Street Zone to be brought forward as set out in the Neighbourhood Development Framework. By the removal of the vacant warehouse and surface level car parking, and the delivery of the high-quality buildings and public realm, the redevelopment of this Site will also strengthen local streetscape quality thereby enhancing local character and sense of place. Additionally, the lowering of the bridge link and the removal of the black poplar tree offers an opportunity to better connect Jersey Wharf with the Eliza Yard development and wider Poland Street Zone improvement works, including those proposed by the Public Realm strategy. The change in levels also allows for the new green spaces to be created with a DDA compliant route through the public realm down to the canal edge
Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area. New areas of public realm should provide amenity for residents and employees in the area. Public realm design should seek appropriate opportunities to celebrate the historic features of the district which define its special character.	

New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. This may include on-site solutions or off-site solutions where site constraints and viability considerations dictate (e.g. listed buildings). On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.	The Poland Street Zone seeks to embrace low car usage policies consistent with an accessible city centre location. Full details of the non-car transport modes are provided in the Transport Assessment. The Proposed Development includes limited parking provision on the Site (3 disabled parking bays and 2 loading bay). The Site is in a highly sustainable location with numerous public transport hubs within reasonable walking distance. Additional parking for residents will be facilitated by the provision of spaces at the Ancoats Mobility Hub (Planning Application ref: 130627/FO/2021). The Hub is to be located off Poland Street and is a short walk from the Proposed Development site. It is proposed that 60 car parking spaces at the Mobility Hub will be allocated to Jersey Wharf, which equates to a 31.5% car parking provision. This number is based on other Manchester Life occupier profiles and anticipated demand for car parking spaces. The relationship between Jersey Wharf and the Mobility Hub will be managed via a carefully worded condition. The Framework Travel Plan submitted with the application outlines how residents will be encouraged to use the facilities
To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of “Secured by Design.”	Consultation has taken place with the Secure by Design Team at Greater Manchester Police. The Proposed Development has been designed in line with the recommendations from Greater Manchester Police as set out in the Crime Impact Statement also submitted with this application.

Ancoats and New Islington NDF – Poland Street Public Realm Strategy (2022)

Principle	Response
Rebalancing movement to promote active travel by providing new direct and safe pedestrian/cycle connections between Ancoats Green, and Portugal Street, and the Rochdale Canal.	The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station). The design of Jersey Wharf has been developed to provide a direct link from the Prussia Street Greenway to the Rochdale Canal, therefore the site will incorporate the new pedestrian and cycle links that are proposed by the Public Realm Strategy. There is also an extensive amount of new cycle parking provision within the Proposed Development with 190 cycle parking spaces proposed at the Site, representing a 1:1 cycle space to apartment ratio.

	Additionally, the Mobility Hub will provide sustainable travel choices, smart logistics and other shared neighbourhood facilities, which will encourage and promote active travel.
Public realm will be locally distinctive, utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the industrial heritage and character of the Ancoats Conservation Area and facilitating the creation of a canal edge walk.	The alignment of the Jersey Wharf proposed public realm and the Prussia Street Greenway will re-establish the visual link along the canal spur, resulting in a more meaningful understanding of the history of the area and how it was once connected. Additionally, the landscape spaces proposed by the Jersey Wharf development include spill-out space from the commercial units and a generous path along the canal's edge, which will connect up to the wider green infrastructure in the area. This will support the Public Realm's vision to facilitate the creation of a canal edge walk.
Extending green character to streets and spaces.	The proposals will greatly improve the green character of the site. The Site currently largely comprises brownfield land. The landscape spaces proposed are a mix of private spaces for residents (a private south facing residents' garden) and public spaces (spill-out space for the commercial units and a generous path along the canal's edge, connecting up to the wider green infrastructure in the area). The development will deliver 24 new high quality semi mature trees. This provides an overall net gain on site as well as a substantial uplift in quantity and quality of trees as a result of the Proposed Development.

Appendix B: Green and Blue Infrastructure Statement

Green and Blue Infrastructure

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

Vision	Response
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with 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.	In March 2022, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council's Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'. It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night. One of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway, which is located to the east of Jersey Wharf. The Prussia Street Arm Greenway will create a simple linear green connection from Portugal Street to the Rochdale Canal, that celebrates the hidden alignment of the Prussia Street Canal Arm. The demolition of the Jersey Street bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Greenway to the Rochdale Canal. The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key city spaces through providing a direct link to the Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Arm, which will inform the character of this space. It will extend from Ancoats Green to the Rochdale Canal, creating a safe, level and pleasant pedestrian and cycle connection.

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

Objectives established to enable the vision to be achieved:	Response:
Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The Proposed Development will involve the redevelopment of a previously developed site and will unlock access to green and blue infrastructure through the provision of a green space.
Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	The Proposed Development will support the regeneration of East Manchester and Ancoats and New Islington. New development in this location will reinforce the Rochdale Canal as a blue infrastructure asset. The proposed new public realm and landscaping seeks to create an attractive and pedestrian friendly environment that is accessible to all, including the new residents.
Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	The Jersey Wharf landscape proposals will complement the Poland Street Zone Public Realm Strategy proposals by linking to the Prussia Street Arm Greenway. The Prussia Street Arm Greenway will create a simple linear green connection from Portugal Street to the Rochdale Canal, that celebrates the hidden alignment of the Prussia Street Canal Arm. The demolition of the Jersey Street bridge is considered to be key in creating a level, pleasant and safe connection for the Prussia Street Arm Greenway to the Rochdale Canal. The Prussia Street Arm Greenway is identified as a key opportunity within the Public Realm Strategy to create strong pedestrian and cycle connections, which will connect the neighbourhood with its neighbours and key city spaces through providing a direct link to the Rochdale canal. The Greenway will recognise the alignment of the old Prussia Street Arm, which will inform the character of this space. It will extend from Ancoats Green to the Rochdale Canal, creating a safe, level and pleasant pedestrian and cycle connection. Overall, the Proposed Development will enhance pedestrian connectivity, access and perception of safety by creating a quality streetscape.
Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	The benefits derived through the Proposed Development will help to create a level of understanding and respect for Manchester's Green and Blue Infrastructure assets. The improved streetscape, pedestrian linkages and allotments will encourage people to walk around the building. Many residents and visitors of Manchester highly value the New Islington Marina and Cotton Field Park that is located close to the Site. This is due to a number of reasons including increased footfall, public realm improvements and its connection to the City Centre that have occurred primarily as a result of new development. Much like the New Islington Marina, the Rochdale Canal can reap the same benefits. The canal network plays a key part of Manchester's rich history and therefore needs to be protected. In future, the canal will be subject to its own public realm and other associated improvements, including Bee Lines Network improvements.

Objectives established to enable the vision to be achieved:	Response:
	In addition, the nearby Ancoats Green will benefit from additional use and increased surveillance against potential anti-social behaviour. As people grow increasingly concerned with the need to take responsive action to Climate Change, new development needs to be more innovative and sensitively designed to reduce its impact. The Proposed Development will increase people's awareness of the importance of Green Infrastructure with the proposed tree line streets.

Appendix C: Climate Emergency Response

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

The Framework sets four overarching objectives as described below:

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

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

Priority actions

Priority Action 1 – Buildings

New buildings

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

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

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

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

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

- By incorporating passive and low energy design measures, the development can meet the planning requirement of 15% improvement on Part L 2010, which is approximately 9% over above Part L1 2013 for dwellings, and 6% over above Part L2 2013 for non-dwellings.
- A ‘Fabric First’ approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric and air leakage being reduced to a minimum. This follows the stages of the Energy Hierarchy.

- The Proposed Development includes a large amount of roof mounted PV arrays, further reducing the carbon emissions of the building.
- The dwellings of the Proposed Development can achieve an overall 23% improvement over Part L 2013, based upon the carbon factors used within SAP 2012.

Incorporation of an ‘all-electric energy system’ which benefits from connecting to the decarbonising National Grid

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

Priority Action 2 – Renewable Energy

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

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

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

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

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

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

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

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

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

Priority Action 3 – Transport and Flying

The five headline actions the Framework promotes taking are:

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

■ Flying

The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station). There is also an extensive amount of new cycle parking provision within the Proposed Development with 190 cycle parking spaces proposed at the Site, representing a 1:1 cycle space to apartment ratio.

The Framework Travel Plan sets out a package of measures to reduce the transport and traffic impact of the Proposed Development, including:

- Measures to encourage walking – The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the Site in order to ensure that residents are aware of the facilities available to them. Residents will be encouraged to participate in national events, such as Walk to Work Week, and these events will be promoted electronically and within the Welcome Packs. Details of local walking shops will also be provided to residents.
- Measures to encourage cycling – Cycle parking will be provided at the Site in line within the Council's recommendations of a 1:1 cycle space to apartment ratio. This is considered sufficient to satisfy the current cycling demand and encourage it as a sustainable mode of access to the Site. The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding employment areas and local amenities. Details of local cycling shops and mobile cycle repairs will be provided to residents to the Site within the Welcome Packs. Residents will also have access to bike hire facilities associated with the Mobility Hub development which will be promoted to residents from the outset.
- Measures to encourage public transport – It has been determined by the Travel Plan that the Site is highly accessible by public transport and that there are further opportunities for wider public transport travel throughout Manchester City Centre. Further measures to encourage use of public transport include providing information on the cost, timetables and services available within the Welcome Pack and electronically. The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the Site and residents will be encouraged to apply.
- Car Sharing – All residents will be encouraged to sign up and register their journey with national online car sharing services such as BlaBlaCar and Enterprise Car Club. This will enable them to search for individuals making a similar trip to themselves and share their vehicle. Residents will also have access to the dedicated Car Sharing scheme associated with the Mobility Hub development which will be promoted to residents from the outset.
- EV Charging – the total provision for parking on the Site is 2 disabled parking bays which will include 2 electric car charging points. The Mobility Hub will also provide electric charging points.

The Mobility Hub will be located 0.1km to the north of the Site. The route between the developments will be well-lit and safe as it will have a large amount of natural surveillance.

Further to these, the Framework Travel Plan considers that an effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Deliveries and supplies associated with the ground floor commercial units can account for significant proportion of trips to and from the Site. As such, a policy of using local suppliers will be promoted from the earliest stages of the development, with the aim of reducing travel times for LGVs and HGVs, resulting in lower emissions.

A full Travel Plan will be required through the inclusion of a planning condition on any decision notice. This would encourage individuals to choose alternative modes over single occupancy car use as outlined above.

Priority Action 4 – Food

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

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

Priority Action 5 – The things we buy and throw away

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

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

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

Priority Action 6 – Green infrastructure and nature-based solutions

Our parks, gardens, woodlands, street trees and other elements of the city’s green infrastructure have an essential role to play in helping Manchester to meet its climate change objectives. This is in terms of both adapting Manchester to the changing climate (by helping to manage flood risk and heat stress) and helping to reduce our CO2 emissions (to stay within our carbon budget we need our land to become a net remover of carbon). And at the same time also delivering myriad other benefits such as improved health, increased biodiversity, supporting jobs, creating attractive neighbourhoods, and many others.

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

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

As described earlier in this Statement, a number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including:

- Tree planning which will both enhance green infrastructure in the area and create a welcoming space for all to use as an inclusive, relaxing space.
- The interim design comprises a grassed area that will be accessible via a link to Jersey Street. In addition to this, pavements around the Site will be improved.
- Permanent public realm works may be proposed by Manchester City Council as part of a neighbourhood wide landscaping masterplan at a later stage; however, the interim design proposed as part of this planning application will be of high quality. MCC and Manchester Life will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop.

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

Conclusion

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

Deloitte.

Real Estate

This report has been prepared for Manchester Life Development Company 3 Limited on the understanding that it will be made publicly available.

All copyright and other propriety rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than Manchester Life Development Company 3 Limited is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touché Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms. Real Estate Services regulated by RICS.

© 2022 Deloitte LLP. All rights reserved.