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1. Introduction

- 1.1 This Statement of Consultation accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC) by Great Places Housing Association (The ‘Applicant’, hereby referred to as ‘Great Places’).
- 1.2 The proposed development comprises a total 68 dwellings (Use Class C3) comprising terraced housing (23 units) and an apartment block (45 units), car and cycle parking and other associated works (the “Proposed Development”) on land bounded by St Vincent Street and the Rochdale Canal to the north, Woodward Place to the west, Downley Drive to the south and Kingham Drive to the east (“the Site”).
- 1.3 This Statement sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals, where appropriate.
- 1.4 The following documents have been included within this report as evidence to support the statements that have been made:
- Site Location Plan (Appendix 1)
 - Ancoats and New Islington Strategic Consultation Summary (Appendix 2)
 - Consultation boundary (Appendix 3).
 - Consultation leaflets (Appendix 4);
 - Consultation web pages (Appendix 5); and
 - Correspondence with Historic England (Appendix 6).

The Site

- 1.5 The Site is bounded by St Vincent Street and the Rochdale Canal to the north, edges of existing dwellings on Woodward Place to the west, Downley Drive to the south and Kingham Drive to the east. The Site boundary extends to 0.69 hectares. A location plan is enclosed with this letter at Appendix 1 for the purposes of identification.
- 1.6 The western portion of the Site is currently vacant and secured by fencing, comprising predominantly of overgrown shrubland with a limited amount of hard standing. The eastern portion of the Site comprises grassland with a limited number of trees. An unadopted path cuts through the Site from St Vincent Street to the north to Downley Drive to the South. Low-rise residential dwellings lie to the east, south and west of the Site. To the north of the site is the Rochdale Canal and an apartment block.
- 1.7 The Site changes considerably in level from the northern boundary adjacent to the Rochdale Canal towards Downley Drive on its southern boundary by approximately 3 metres. Access to the western portion of the Site has been restricted by the erection of security fencing surrounding the perimeter, however the eastern portion is accessible by foot.
- 1.8 The Site is not located within a Conservation Area but is adjacent to the southern boundary of the Ancoats Conservation Area, separated by the Rochdale Canal. The nearest Listed Building to the development Site is the Grade II* Listed Union Street Bridge, located c. 146 m to the west of the Site.

- 1.9 The Site is located within the neighbourhood of New Islington but lies on the border of Ancoats and Miles Platting on the northern and western boundaries. The Site falls within the Ancoats and New Islington NDF Study Area. The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision together with new developments and place making, as well as a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators. The Neighbourhood Development Framework (NDF) was originally adopted by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016.
- 1.10 The Site is also identified as part of wider regeneration plans for East Manchester and is guided by the Eastlands Regeneration Framework (ERF) that was first endorsed by MCC in 1999 and later revised and further endorsed in 2008, 2011 and 2017.
- 1.11 The 2008 ERF identified the Site as being situated within a Neighbourhood Improvement Area (NIA) and a Family Residential Neighbourhood. Miles Platting (MP) has been identified as a NIA as it is an existing neighbourhood that requires comprehensive housing renewal in order to support the wider objectives of the ERF.
- 1.12 The 2008 ERF affirms that the area and the Site will continue to function as a primarily residential neighbourhood while continuing to provide a greater range of housing types and tenures suitable to reflect the needs of Manchester's residents.
- 1.13 A refreshed ERF was later endorsed by MCC in 2017. The refreshed 2017 ERF was created to guide and develop future regeneration activity westwards along the Ashton Canal Corridor and aims to connect the Etihad Campus with the eastward expansion of the City Centre. The 2011 and 2017 frameworks do not primarily focus on Miles Platting nor make any specific designations to the Site. Although, these frameworks identify the potential for positive linkages to be formed between East Manchester and the City Centre, including Miles Platting.
- 1.14 A full summary of the Site context is set out in the Planning Statement (incorporating Green & Blue Infrastructure Statement) submitted with this application.

The Proposals

- 1.15 In summary, the proposals include:
- 68 residential units comprised of terraced housing (23 units) and a 4-storey apartment block (45 units) with a mix of one, two- and three-bedroom properties;
 - Landscaping, access and servicing and other associated works; and
 - 44 car parking spaces and 68 cycle parking spaces.
- 1.16 The formal description of development contained within the planning application form states:
- "Application for Full Planning Permission for the erection of new homes (Class C3) with car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works"**
- 1.17 Full details of the Proposed Development are contained with the Planning Statement (incorporating Green & Blue Infrastructure Statement) submitted with the Application, in addition to the Design and Access Statements prepared by Buttress.

Pre-Application Consultation

- 1.18 A process of pre-application engagement has been undertaken to ensure that the approach to the principle of development and the scheme's design development has been properly communicated and discussed and, where possible, points raised during these discussions have been taken into account.

Public Consultation

Neighbourhood Development Framework Consultation

- 1.19 The Ancoats and New Islington (A&NI) NDF was originally endorsed by the City Council's Executive in 2014. A draft refreshed A&NI NDF was submitted to the City Council's Executive in July 2016 and guides the next phases of development with a particular focus on the northern and eastern areas of Ancoats and New Islington. A consultation programme ran from 19 September to 21 October 2016 and was undertaken by staff from the Strategic Development Team at Manchester City Council. The following consultation methods were used:

- Letters inviting residents to the event were sent out on 12 September 2016;
- Drop-in events held for local residents and businesses were undertaken on 27 and 29 October 2016;
- Letters were sent out to landowners within the area;
- An Ancoats and New Islington NDF refresh consultation web page was set out to provide more information and a platform for comments to be made;
- Key Stakeholders were informed of the web page via a letter directing them to the consultation web page; and
- Individual briefing sessions were held with both the Bradford Ward Members and the Ancoats & Clayton ward Members by the Strategic Development Team on 20 and 22 September 2016.

- 1.20 In summary, 42 residents and local business owners attended the two public consultation events. Nineteen responses were recorded from all the consultation methods. Key themes are provided below:

- Broad support amongst residents, businesses and stakeholders in Ancoats and New Islington for the refreshed priorities and principles contained within the NDF document;
- A need to enhance permeability across the areas and improve access into the City Centre across Great Ancoats Street. This included enhanced pedestrian and cycle routes linking Ancoats to New Islington and the New Islington Metrolink station
- Strong support for well-managed, safe public and amenity space that includes the opportunity to protect existing mature trees in the area and takes into account the green and blue infrastructure that exists within the framework area;
- Support for the reinstatement of the grid pattern in the northern parts of Ancoats to protect and enhance the unique character of the area. There was strong support for the re-use and retention of existing listed structures and key heritage assets in both areas, with a need for high standards of development to further enhance the areas and support the conservation status of Ancoats
- Support for a mix of housing types and an improved family housing offer in both areas where appropriate;

- A clear desire for improved parking provision and management of on street parking in both areas to address issues around commuter and resident parking;
- Exemplary design quality across both areas with building heights and massing in context with their surroundings.

Ancoats and New Islington Regeneration Consultation – Phase 1: Strategic Consultation

- 1.21 Due to the impact of COVID-19, opportunities for face to face engagement have been significantly impacted. Therefore, public consultation was undertaken virtually in the form of an online consultation web page.
- 1.22 Public engagement was undertaken through a two-phase consultation process. The first phase of consultation with local residents and businesses took place from December 2020 to January 2021 and provided an opportunity for the community to provide feedback to ensure local priorities and concerns were addressed as plans develop. The second phase of consultation would provide another opportunity for public engagement with more detailed proposals for each of the schemes and took place between 7 April and 16 April.
- 1.23 The objectives for pre-application engagement for the next phase of development at Ancoats and New Islington were to:
- Communicate the vision for the next phase of development at Ancoats and New Islington and generate support for each of the new developments being proposed;
 - Gather feedback on the key issues and addressing any potential concerns that relate to the proposed developments; and
 - Make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.
- 1.24 The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:
- **November 2020:** approximately 4,600 leaflets (Appendix 4) were delivered to the local businesses and residential community to notify them of the intention to redevelop the 6 sites and directing recipients to the website.
 - **December 2020 – January 2021:** the consultation ran for five weeks between 8 December 2020 and 11 January 2021. Over the 5-week consultation period the website (Appendix 5) received 2,007 visitors and 102 responses were submitted. 91% of the respondents were local residents.
 - **February 2021:** following the completion of the consultation on 11 January the website was updated to include a summary of the consultation comments (Appendix 2) that were received and an explanation of how the proposals will evolve in response to the comments. The wider public were notified about the consultation through a press release in local media outlets as well as a social media post that were both made on 1 December 2020.

Ancoats and New Islington Regeneration Consultation – Phase 2: Detailed Consultation

- 1.25 Following the first phase of stakeholder and public consultation process, formal feedback was collected and was used to amend the design proposals in light of the comments received from respondents for each of the sites coming forward at Ancoats and New Islington. The second phase of consultation was subject to the impacts of COVID-19 and was therefore also undertaken online. The objectives for the second phase of consultation were to:

- Continue to communicate the next phase of development at Ancoats and New Islington and generate support for each of the new developments being proposed;
- Present updated design proposals for the sites at Eliza Yard, Mobility Hub, Downley Drive, and Ancoats Dispensary, illustrating how the feedback received from the first phase of consultation was taken into consideration to secure continued feedback from members of the public and key stakeholder and interest groups in order to positively update and amend the proposed developments toward their final stages.
- Continue to gather feedback on the key issues and addressing any potential concerns that relate to the proposed developments; and
- Continue to make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.

1.26 The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:

- **February 2021:** The wider public were notified about the consultation through a press release in local media outlets as well as a social media post that were both made on 22 February 2021.
- **April 2021:** approximately 4,600 leaflets (Appendix 4) were delivered to local residents and businesses to notify them of the updated detailed design proposals for Eliza Yard, Downley Drive, the Ancoats Mobility Hub, and the Ancoats Dispensary by directing them to the website.
- **April 2021:** the consultation ran for ten days between 7 April 2021 and 16 April 2021. Over the consultation period the website (Appendix 5) received 1,800 unique visitors and 160 responses were submitted, alongside 4 separate emails.

1.27 Copies of the websites from both rounds of consultation are included within Appendix 5.

1.28 A full account of all public engagement undertaken, the responses received, and a direct response made by the proposals is set out in full within Section 3.

Statutory Consultee and Key Stakeholder Engagement

1.29 Pre-application consultation with Statutory Consultees and Key Stakeholders has been focused upon providing an explanation of the Proposed Development, including the way in which the detailed design of the proposals have responded to the site conditions, surrounding area, relevant Frameworks and the Site's economic, planning and regeneration context.

1.30 This process has sought to address specific site considerations, questions and comments that have been raised during the consultation process, with consultation activity summarised as follows:

- Extensive dialogue with Senior Planning Officers at Manchester City Council, which has taken place throughout the design development process in order to seek their support in principle;
- A formal request for an EIA Screening Opinion request was submitted to MCC on 14 April 2021. A formal response was received on 28 April 2021 which confirmed that the impact from the development would not be significant to warrant a formal Environmental Impact Assessment;
- Greater Manchester Police (via the Design by Security team) has been consulted, and their advice in terms of security has been addressed in the application proposals;
- Historic England has been consulted on the design of the scheme as it is located adjacent to the Ancoats Conservation Area;

- Canal and River Trust have been consulted due to the Site's proximity to the Rochdale Canal; and,
- Various meetings with other technical statutory consultees, including MCC Highways, MCC Flood Risk Department; Transport for Greater Manchester; Greater Manchester Ecology Unit; Greater Manchester Archaeological Advisory Service; and, United Utilities.

1.31 Full details of all pre-application engagement with statutory consultees and key stakeholders and the response provided by the submission is provided in Section 3 of this Statement.

Report Structure

1.32 The remainder of this Statement is structured as follows:

- Section 2 – sets out the relevant planning policy and requirements.
- Section 3 – provides details of the consultation undertaken, summarises the feedback received and provides a response where relevant.
- Section 4 – presents the summary and conclusions.

2. Policy Context

- 2.1 Guidance with regard to consultation is set out at both the national and local level. These requirements are summarised below.

National

Localism Act

- 2.2 The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act (“the Act”).
- 2.3 The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:
- Community rights.
 - Neighbourhood planning.
 - Housing.
 - General power of competence.
 - Empowering cities and other local areas.
- 2.4 Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.
- 2.5 Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:
- (1) Where—**
- (a) a person proposes to make an application for planning permission for the development of any land in England, and**
- (b) the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).**
- 2.6 Subsections (2) and (3) state:
- (2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.**
- (3) The person must consult each specified person about the proposed application.**
- 2.7 Subsection (4) outlines the requirements in regard to publicity of applications:
- (4) Publicity under subsection (2) must—**

(a) set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and

(b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.

- 2.8 The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.
- 2.9 Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

- 2.10 The Department for Communities and Local Government published the amended NPPF in February 2019. The document sets out the Government’s planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.
- 2.11 Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.
- 2.12 Paragraph 40 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, before submitting applications.
- 2.13 Similarly, paragraphs 124 to 129 sets out how Local Planning Authorities should have regard to early, proactive and positive engagement with the local community and their views, as well as addressing any comments received from design review panels.
- 2.14 The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Policy Guidance

- 2.15 In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in March 2019 following updates to the NPPF.
- 2.16 The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.
- 2.17 The ‘Consultation and pre-decision matters’ identifies that:
- In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,

- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Statement of Community Involvement

- 2.18 MCC adopted a refreshed Statement of Community Involvement (SCI) in June 2018. The SCI sets out how and when MCC will involve the community in relation to the preparation and revision of the Local Development Documents and in the process of making decisions on planning applications.
- 2.19 Appendix 1 of the SCI provides guidance on developer-led early engagement.
- 2.20 The SCI states that early engagement has significant benefits by improving the efficiency and effectiveness of the planning system for all parties. Therefore, developers are encouraged to consult before submitting a planning application.
- 2.21 The SCI encourages developers to consult with the public and various parties, which could include equalities groups, as well as with specific infrastructure and service providers who can advise developers on any need for increased provision of services.
- 2.22 Consultations should be inclusive, transparent, clear and understandable. Additionally, developers are encouraged to submit a record of the consultation that took place with their planning submission, which is detailed within Section 3 of this Statement.

Summary

- 2.23 This Statement sets out the consultation process which has been undertaken and demonstrates compliance with the guidance and requirements set out above.

3. Consultation Strategy and Responses

- 3.1 This section describes the consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy and the outcome of the consultation process.
- 3.2 Whilst it has not been possible to undertake face to face public engagement sessions due to the impact of COVID-19 and the need to maintain social distancing during the design development period, it has been possible to engage all parties throughout using online platforms and different types of media.

Ancoats and New Islington Regeneration Consultation – Phase 1: Strategic Consultation

- 3.3 Public consultation on the early stage plans for the developments across the sites was held between 8 December 2020 and 11 January 2021. The majority of the responses gathered by the consultations were supportive of the proposals on the next phase of development in Ancoats and New Islington.
- 3.4 The material presented online summed up the surrounding context of the development sites and some initial design concepts. This information was supplemented by a range of questions with regards to thoughts and feelings about the developments.
- 3.5 A feedback form was available via the website for people to provide comments on the Proposed Development and an email address was provided for people to send in comments.
- 3.6 By engaging with the stakeholders and the local community, valuable insight was gained on the early stage plans on the next phase of regeneration taking place across the neighbourhood. The consultation event was able to successfully gather local opinion surrounding what was broadly desirable and what was undesirable in within their own neighbourhood. Additionally, detailed comments on the specific development sites were obtained to gain a better understanding of the next steps in the development of the schemes including Downley Drive.
- 3.7 In addition to detailed consultation on the specific development sites coming forward, the respondents were asked to indicate how important each of the following priorities were to them in order to establish the 'Neighbourhood priorities':
- High quality public realm
 - Innovative approaches to mobility and parking
 - A mix of heritage and new architecture
 - Commercial spaces for a broader range of businesses
 - More affordable homes
 - A broader range of homes

3.8 An important priority that was highlighted by the respondents was the provision of a high-quality public realm as well as innovative approaches to mobility and parking to encourage streets which prioritise pedestrians and cyclists. The respondents were also asked about their favourite things about living in Ancoats and New Islington and things that cause them frustration. Favourite things included the following:

- The Marina
- Rochdale Canal
- Independent shops, cafes, restaurants, bars
- Ancoats Green
- Cotton Field Park
- Community atmosphere
- Old meets new
- Regeneration of historic buildings
- Proximity to city centre
- Cutting Room Square
- High-quality businesses

3.9 Frustrations experienced by the respondents within the Neighbourhood included the following:

1. Lack of green space
2. Speeding Drivers
3. Amount of Traffic
4. Quality of some new buildings
5. Anti-social behaviour
6. Litter
7. Insufficient play areas
8. Not enough shops
9. Strained infrastructure

3.10 The majority of respondents were supportive of the intention to develop a high-quality residential scheme on the Site for Downley Drive (61%). Overall areas of support included a significant appreciation for plans that create new frontages onto the street and encourage safe and attractive streets opposed to existing conditions of fly-tipping on Site detracting from the area.

3.11 A response from the Applicant has been provided based on the key themes that emerged from this stage of the consultation process. This was provided on the Detailed Consultation website in March 2021 and is replicated in the table below.

Table 1 – Response to Phase 1 Consultation comments for Downley Drive

Consultation comments	How will these comments be considered as the proposals progress?
Questions as to whether the affordable housing will be genuinely affordable.	Great Places will own and manage the scheme and are bound by Homes England rules on affordability for rent and shared ownership sales. In addition, Great Places will work with the Council to deliver a Local Lettings Policy to prioritise those most in need.
Questions about whether it's possible to have an affordable housing scheme which is also high-quality.	The new properties will utilise a palette of traditional brickwork and be well detailed, and simply and elegantly proportioned to provide new comfortable homes. The buildings will be highly insulated to provide low carbon homes with the added enhancement of reducing running costs for the residents.
Opposition to building on 'Zone C', which is currently green space.	The vast majority of the site has previously been developed and the land was originally envisaged for development under the Miles Platting PFI which sought to deliver new and improved residential accommodation in this part of Manchester. The development is being designed to enhance the locality, with the provision of trees in front gardens and within the private landscaped area outside the apartments. All the houses will benefit from private rear gardens with the provision of trees to replace those lost. By having properties with multiple aspects, it will increase the "eyes on the street" surveillance of the surrounding areas, making them more safely accessible for all.
Requests for inclusion of commercial spaces at the ground floor.	Some sites within Ancoats and New Islington are more suited than others to provide ground floor commercial spaces. This land is allocated for housing and the plan is to deliver it as a 100% affordable housing scheme.
Questions about whether these proposals will result in changes to current pedestrian routes.	The houses are arranged fronting on to new streets to provide good connectivity into the exiting pedestrian and cycle network and to increase permeability through the neighbourhood. Pathway connections to the canal side tow path will be realigned in consultation with local residents.
Concern that the level of proposed parking may not be enough.	All houses will have one parking space, with the infrastructure in place to enable the future installation of Electric Vehicle charging points. 50% parking provision will be provided on the apartments with Electrical Vehicle infrastructure in place to futureproof the parking court. There will also be the provision of 100% cycle storage in the houses and apartments to encourage active travel. New residents will be within walking and cycling distance of the extensive range of services offered within the wider neighbourhood and city centre. They will also be able to easily access the local public transport infrastructure.

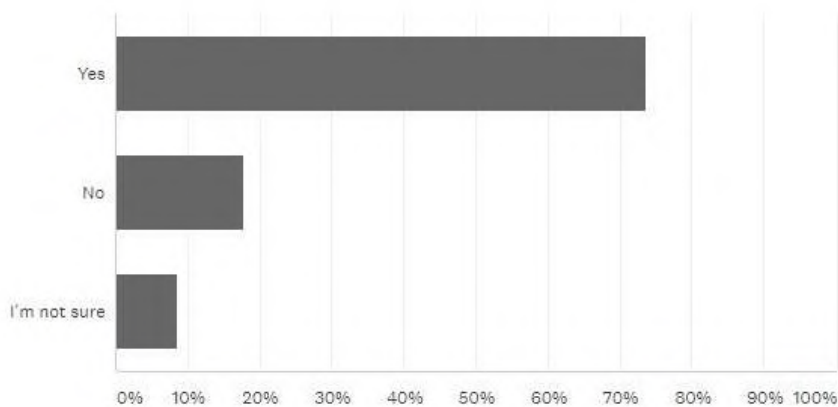
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- 3.12 Following the first phase of the stakeholder and public consultation process, formal feedback was collected and was used to amend the design proposals in light of the comments received from respondents for each of the sites coming forward at Ancoats and New Islington.

- 3.13 The second round of public consultation for the updated detailed design proposals for Eliza Yard, the Mobility Hub, Downley Drive and Ancoats Dispensary was held between 7 April and 16 April 2021. The majority of the responses gathered by the consultations were supportive of the updated design proposals and respected the efforts to reflect their comments in the design process.
- 3.14 The second phase of consultation was also subject to the impacts of COVID-19 and was therefore also undertaken online.
- 3.15 The material presented online provided a comprehensive and detailed presentation of the updated design proposals for each of the sites coming forward at Ancoats and New Islington. This information was supplemented by a range of questions with regards to thoughts and feelings on each of the sites including the opportunity for detailed written comments. The questions that the respondents were asked are listed below:

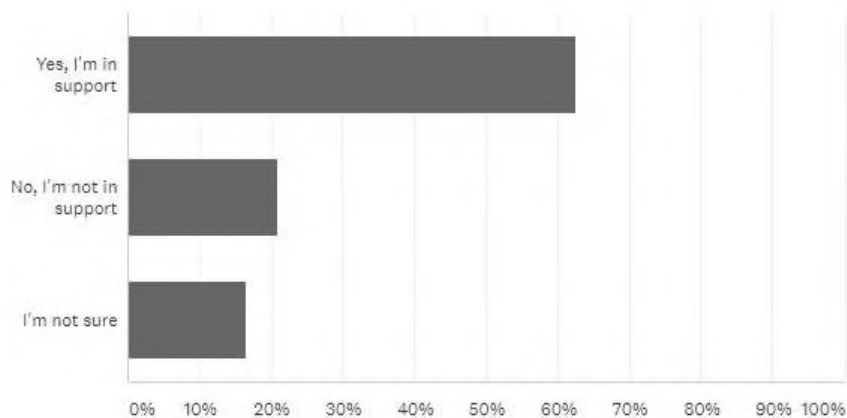
1. *Do you support the principle of affordable residential development on this Site?*

- Yes – 103 (73%)
- No – 25 (17%)
- I'm not sure – 12 (8%)



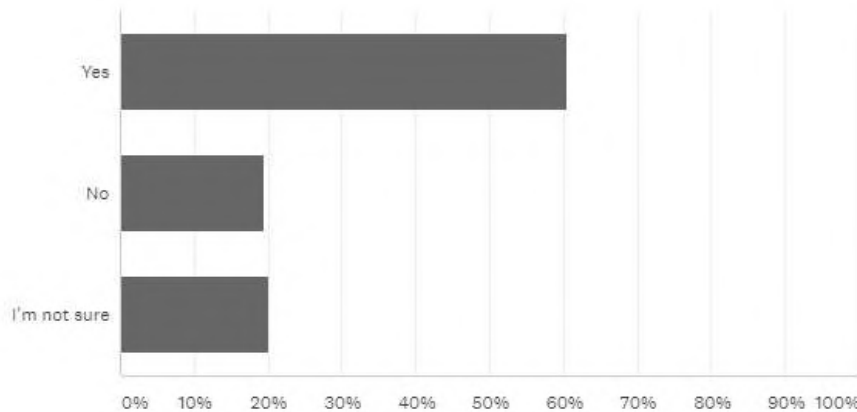
2. *Do you support the variety of housing options proposed for Downley Drive?*

- Yes – 87 (62%)
- No – 29 (20%)
- I'm not sure – 23 (16%)



3. Overall, do you think the proposals for Downley Drive will make a positive contribution to the area?

- Yes – 81 (60%)
- No – 26 (19%)
- I'm not sure – 27 (20%)



3.16 By engaging with the stakeholders and local community, valuable insight was gained on the updated design proposals for each of the sites coming forward in Ancoats and New Islington. The consultation event was able to successfully gather local opinion on the aspects of the design proposals for each of the sites, outlining what was liked and what else needed to be improved.

3.17 The majority of respondents were supportive of the detailed design proposals for Downley Drive and there was a strong support for high-quality affordable housing within the next phase of development coming forward in Ancoats and New Islington. There was general support for the inclusion of houses over apartment blocks within the scheme.

3.18 There were a limited number of comments raised surrounding the detailed proposals. These comments are listed below:

- The houses look 'too modern' and should be made out of brick;
- Request for more sustainability in the design e.g. PV panels;
- A number of comments worried that the scheme is taking away green space from the area;
- Concern about cutting trees down to construct the scheme;
- Suggestions for the inclusion of a children's' play area;
- Concern that the car park will block public access to the canal; and
- A number of comments concerned about the amount of on-street parking on St. Vincent Street.

Table 2 – Response to Phase 2 Consultation comments for Downley Drive

Consultation comments	How will these comments be considered as the proposals progress?
Area is overpopulated and does not need more apartments.	Manchester City Council's Core Strategy sets out a need to deliver 60,000 homes between March 2009 and March 2027. In line with Policy H2, the Proposed Development is located within a Strategic Housing Location that will accommodate a significant amount of new residential development with an emphasis on providing medium density (40-50 dph) family housing including affordable housing. As such, locations closer to the City Centre will expect higher densities consummate with their highly sustainable locations in close proximity to the city centre's wide employment, retail, and leisure opportunities as well as key public transport infrastructure. The Proposed Development has made the most efficient use of finite brownfield land to create a significant amount of new Affordable Homes that are needed for the residents of Manchester. The scheme provides a mix of housing options, addressing the demand for family housing whilst also including apartments that could accommodate smaller households and individuals.
New Union St, New Islington, Weighbridge Street are at capacity. St Vincent St is already full of parked cars, making it inaccessible for many users.	The Proposed Development incorporates an acceptable level of car parking provision for its edge of city centre location. It will provide 23 front drive car parking spaces for residents of the houses (100% provision) and 21 spaces (47%) for the apartments (including 2 disabled spaces) with a secure car park. 100% secure cycle parking will be provided to all residents. In addition, waiting restrictions are to be introduced and enforced in the form of double yellow lines on St Vincent Street. These are proposed on the full length of the east side of St Vincent Street, the turning head and a section of the west side of St Vincent Street. These will have no waiting at any time. This will help to clear the street and improve the existing experience on St Vincent Street, increasing the level of access for footpath users and refuse vehicles; and allow incorporation of the proposed connection to the upgraded Rochdale Canal towpath cycle/pedestrian route. A Transport Statement has been undertaken to determine the level of impact on the local highway network. It was concluded that the Proposed Development will not create a significant impact. Sustainable transport methods have been promoted in the Proposed Development with the creation of Travel Plan that will inform residents of their transport options. Residents will also be provided with secure cycle parking within the apartments and their homes to promote cycling and alleviate the impact on the highway network. Future and existing residents within the immediate area may have the opportunity to utilise the sustainable transport options available from the proposed Mobility Hub or elsewhere within the City Centre.
Request for more green and open space. Zone C is existing green space and should not be removed as more green spaces are vital	The Site is brownfield or previously developed land and is not formal open green space. The Site has a significant and longstanding regeneration history. From the early 1900s up to the 1980s the southern portion of the Site was occupied by the Vincent Works factory and associated warehouse. The Vincent Works factory is estimated to have been demolished sometime between 1968 and 1988. From

Consultation comments	How will these comments be considered as the proposals progress?
within Manchester and in the vicinity.	around the 60's a block of maisonettes was built in the north section of the site and subsequently demolished around the 90's as part of a housing renewal initiative (Miles Platting PFI). The Site has been identified for development within numerous iterations of the Ancoats and New Islington Neighbourhood Development Framework and the Eastlands Regeneration Framework. The Site has a relevant planning history with numerous planning permissions for residential development over the years. In addition, part of the Site has been identified within Manchester City Council's Brownfield Land Register. Full details on the Site's regeneration history are presented within the Planning Statement prepared by Deloitte. The Proposed Development will provide private gardens and a communal green space for the residents of the apartment building while the existing number of trees on Site will be significantly increased. In addition, the Proposed Development is within close proximity to number of formal, public open spaces. These include: Ancoats Green (c.230m), New Islington Marina (c.300m), Victoria Park (c.550m), and Phillips Park (1.5km).
Not enough parking for residents of the apartments.	The Proposed Development will provide 23 front drive car parking spaces for residents of the houses (100% provision) and 21 spaces (47%) for the apartments (including 2 disabled spaces) with a secure car park. 100% secure cycle parking will be provided to all residents. This on-site provision has been agreed by MCC's Highways Department. In addition, residents will have access to car club and cycle hire services within the proposed Ancoats Mobility Hub (c. 250m north of the Site).
Over provision of car parking, runs counter to strategy of reducing car usage.	The Proposed Development is an Affordable Housing scheme and is comprised of a mixture of affordable rent, shared ownership (terraced housing) and social rented dwelling units (apartment building). Social rented units are aimed at those on lower incomes that need extra support and therefore many of the tenants are less likely to own or have access to a motor vehicle. Great Places Housing Association are an experienced social housing provider and the level of car parking proposed in their view will be adequate to meet the likely demand, based on similar apartment schemes that they have implemented. The Site is located within a very sustainable location, close to Manchester City Centre, with good opportunity to undertake walk, cycle and public transport journeys. Sustainable transport methods have been promoted in the Proposed Development with the creation of Travel Plan that will inform residents of their transport options. Residents will also be provided with secure cycle parking within the apartments and their homes to promote cycling and alleviate the impact on the highway network.

Consultation comments	How will these comments be considered as the proposals progress?
Housing needs to be more affordable for people who work and are on a low income (£15,000/£18,000 per annum does not pay for the rent on these homes). Local residents are being priced out.	The Proposed Development is comprised of 45 social rented residential units within the apartment building, and 12 shared ownership units and 11 affordable rented units across the terraced housing. It is worth noting that the Social Rent tenure is the most affordable of traditional Affordable Housing products with rents set using a Government formula. These are calculated based on the relative value of the property, its size and the relative local income levels. Great Places will own and manage the scheme and are bound by Homes England rules on affordability for rent and shared ownership sales. In addition, Great Places will work with the Council to deliver a Local Lettings Policy to prioritise those most in need. An Affordable Housing Statement has been prepared by Great Places Housing Association and is submitted with this Planning Application.
Apartment buildings are too high and may impact the level of light on the canal and become a monolith for immediate neighbours.	The Proposed Development has been designed to respond to its context and act as a transition between increased height in Ancoats and lower density housing within Miles Platting, although it noted that there are a number of high-rise buildings within the neighbourhood. It is considered that the positioning of the apartment element at the Site's northern boundary will enhance the setting of the Rochdale Canal towpath by creating a prominent and attractive elevational feature along the canal, increasing natural surveillance on a key route. This built form continues the apartment development at The Point directly adjacent to the Site and also complements the taller housing element as part of the under-construction Lovell Homes site further along the Rochdale Canal. An assessment was undertaken to understand the potential impact of overshadowing on the Rochdale Canal as a result of the Proposed Development. A section of the Rochdale Canal was modelled to present the potential shading and the impact this may have by reducing the suitability of the canal for certain aquatic plant species. Full details are presented within the Ecology Report but it is noted that whilst there is an increase in time that the canal is shaded it was already partly 'in shade' as a result of other existing developments. It is worth noting that the Ecology Report notes that no aquatic plants were detected by the surveys completed in March 2021, although it is recognised that this is early in the season and any basal rosettes of Floating Water-plantain may not have been evident due to the turbidity of the canal. Further surveys will be undertaken to determine the presence or absence of aquatic plants in the effected section of canal in order that any impacts as a consequence of the additional shading of the canal due to the Proposed Development can be determined.
Apartments are too close to the canal and may restrict cycling/pedestrian routes.	There is no conflict between the Proposed Development and the Rochdale Canal towpath. The Rochdale Canal towpath has been identified for future widening by the Bee Network and TfGM to accommodate cyclists and pedestrians and will not breach the required space.
Housing is too modern and needs to be in keeping with the Conservation Area. The development should be	The Site does not fall within the Ancoats Conservation Area and, instead, the Proposed Development has been sensitively designed to respond to the

Consultation comments	How will these comments be considered as the proposals progress?
sympathetic to the context and the environment. It could be more traditional.	immediate area of New Islington, although it is noted that there is no consistent character of the build form in this part of the city. Nevertheless, it is considered that the Proposed Development is high quality and sympathetic to its context and the wider environment. The height of the apartment building has been limited to four storeys, acting as a transition between taller elements in Ancoats and the lower rise dwellings in Miles Platting. A brickwork façade will be incorporated for both the houses and apartment block which will also follow similar methods of construction used within the immediate area.
Preference for housing over apartments.	The Proposed Development includes a total of 68 homes, comprising of 23 houses (34%) and 45 apartments (66%). The Eastlands Regeneration Framework states that the area which the Site is located within shall provide a greater range of housing types and tenures. The Proposed Development will achieve this by delivering social rented, affordable rented and shared ownership dwellings in the form of terraced housing and an apartment building across 1 bed, 2 bed and 3 bed ranges. This will help to provide much needed affordable housing to multiple groups within Manchester. The Proposed Development will incorporate a mixture of building types in the form of terraced housing and an apartment building. This will help to create a seamless transition in scale and density to integrate the denser Ancoats and New Islington into the lower rise Miles Platting. In line with the Chapter 8 of the NPPF and Policy H1 of the Manchester Core Strategy, the Proposed Development will create mixed and balanced communities by providing a greater range of housing types and tenures.
Request for a mixture of owned and rented properties.	The Proposed Development is comprised of 45 social rented units within the apartments and 11 affordable rented units and 12 shared ownership units within the terraced housing. Shared Ownership dwellings will be disposed of to purchasers who meet the Homes England eligibility criteria as set out in the Capital Funding Guide. Purchasers will be able to purchase between 10% and 75% of the full market value of the property. The lease will give the buyer the right to buy the remaining share or additional shares in their home and therefore move from an initial share to full ownership in a number of stages as and when they can afford them.
Request for a cycle track along the Rochdale Canal towpath and onto St Vincent St that provides segregation between cyclist and pedestrians.	The street environment will be improved for all users by providing active frontages and enhancing natural surveillance over the Rochdale Canal towpath and St Vincent Street. The Applicant will not be providing cycleways as this fall outside of their land ownership. However, plans are being proposed by the Bee Network and TfGM to widening the canal towpath to accommodate cyclists and pedestrians and will link onto St Vincent Street. The full details of this are unknown at this stage.

Consultation comments	How will these comments be considered as the proposals progress?
Request for adequate street lighting at night.	The Proposed Development is already served by existing street lighting columns along the existing footpaths but will provide additional lighting columns and bollards throughout the Site. This can be observed within the detailed landscape plans for the apartments and housing that will be submitted with this application.
Request for child play areas.	The terraced houses will include private gardens that are likely to attract new families into the immediate area. It is considered that there are sufficient play facilities in the wider neighbourhood, in particular noting an existing playground and open space c.150m from the Site, off Woodward Street. In addition, Victoria Mill Park is 0.47km north east of the Proposed Development and provides additional play space within the vicinity along with other green and open spaces within the immediate area, including Ancoats Green.
The design should adhere to Passive House principles in the building fabric as well as include measures to respond to the Climate Emergency and Manchester's strategy in achieving this.	The Proposed Development has strongly contributed towards Manchester City Council's Climate Change Framework and its wider journey towards net zero. The development been designed appropriately with the Energy Hierarchy in mind, incorporating energy efficient measures to reduce CO2 emissions and therefore can be considered as low or zero carbon. This has been achieved through the implementation of low and zero carbon design principles including employing the use of renewable energy sources such as PV arrays on the roof and air source heat pumps. The building has been designed with a fabric first approach and the u-values, design air permeability and ventilation targets aspire to Passive House design standards. An all-electric energy system is promoted for both the houses and the apartments, benefitting from connection to the decarbonising National Grid. In addition, 100% of the operational energy will be supplied by a renewable energy provider.
Request to not take down any trees, including mature ones to the north.	There are a limited number of existing trees on Site, however none of these are formally considered as Grade A (High Quality) within the Arboricultural Impact Assessment prepared by Bowland. In total, one tree and two groups, equating to five trees in total, were categorised as moderate quality (i.e. 'B' category); nine trees and four groups, equating to 22 trees in total, were categorised as low quality (i.e. 'C' category); and one tree and two groups were categorised as unsuitable for long term retention (i.e. 'U' category) due poor physiological condition and/or displacement of built structures. Whilst it is not clear which specific trees the respondent is referring to, it is inferred that these are referenced as 'G5' ('tree group 5') within the Arboricultural Impact Assessment. This group consists of 2no. Common Hornbeam trees and are classified as Category B. Ultimately, the removal of trees (including the aforementioned 'G5') is necessary to facilitate redevelopment of the long-identified regeneration site which will deliver substantial benefits including the delivery of Affordable Homes. However, the Proposed Development is supported by a high-quality landscaping scheme that will increase the number and quality of trees across the Site. This existing number of trees will be replaced at a ratio of 3:1.

Consultation comments	How will these comments be considered as the proposals progress?
Public Right of Way should not be removed as this is blocking access to canal.	The existing, unadopted footpath that currently dissects the Site will be diverted around the northern part of the apartment building and will continue to provide a well-lit connection to the canal towpath. Pedestrian connectivity will be increased through creation of a new street connection between Woodward Place and Downley Drive. Overall, the Proposed Development will enhance natural surveillance of the surrounding streets and the Rochdale Canal, facilitating greater access and use.
Affordable and non-affordable housing should be integrated together rather than be in separate blocks.	The Proposed Development is a wholly Affordable Housing scheme however it has been designed to a high quality and will integrate easily with surrounding housing which is a mix of social, affordable, and market-sales housing.
Request for more secure cycle parking spaces as well as communal/visitor spaces.	Secure cycle parking will be provided at the Site in line with the Council's recommendations of a 1:1 (100% provision) cycle space to apartment ratio. In addition, the proposed Mobility Hub (located c. 0.16km north of the Site) will provide residents with access to bike hire facilities that will be promoted at the outset.
EV charging should be provided for all units, not just infrastructure.	EV charging will be installed within the base-build of the houses (100% provision). 4 spaces (20% provision) will be provided for the residents of the base build of the apartment building, with the capacity to allow 100% provision if demand arises. It is expected that as the apartment building is a social rented residential product, car ownership levels will be lower than average. Great Places will enable for more spaces to be provided if the demand increases.
Remarks made about the potential theft of bikes within the Proposed Development.	The Proposed Development promotes secured cycle parking within a cycle store within the apartment block, which is behind a secured boundary line, and within a secure cycle locker in the private, back garden of each house.
Request for secure car parking for the houses.	Parking spaces will be provided on the front drives of the housing plots in order to ensure security and create a more accessible and attractive experience at street level. The Proposed Development includes a suitable amount of defensible space around each property and appropriate fencing. There will be a clear distinction between public, semi-private and private space. It is not considered practical or preferable in design terms to include private garages within the houses. New residential development will increase the level of activity in the area and provide an increased level of natural surveillance. CCTV will be set up at the apartment entrance and will overlook the car park and the main pedestrian entrance. In addition, Greater Manchester Police's 'Secure by Design' team have been consulted with and provided a series of recommendations for consideration as the design develops so that features to enhance the buildings' security. A Crime Impact Statement has been prepared for inclusion with this application which notes that GMP supports the Proposed Development in principle.

Consultation comments	How will these comments be considered as the proposals progress?
Request for new street in between the plots. Request to link to Kingham Drive and the new Lovell development	The Site layout has been designed to accommodate the maximum number of Affordable Housing dwelling units on Site whilst providing a mixture of housing types, private gardens and amenity space, car parking and associated landscaping. Pedestrian access will be improved by the Proposed Development through new landscaping and a connection will be maintained between Downley Drive/Kingham Drive and the Rochdale Canal towpath which in turn connects the new Lovell development beyond.
Request for additional amenities such as leisure/retail within the area.	The Site has been identified for residential development and will help to provide affordable housing for the residents of Manchester. The Site is located within a highly sustainable location on the edge of the City Centre and is adjacent to Ancoats and New Islington which all have a wide range of leisure and retail offerings within walking distance.
Social housing will create more anti-social behaviour.	Manchester has a duty to provide homes to all residents of Manchester, including to those on lower incomes or more difficult circumstances. In line with the Chapter 8 of the NPPF and Policy H1 of the Manchester Core Strategy, the Proposed Development will create mixed and balanced communities by providing a greater range of housing types and tenures. By increasing the number of people in the area, the level of natural surveillance will be enhanced to create a safer environment for all. In addition, Great Places will provide a caretaking service to manage the communal areas of the apartment building, both internally and externally. CCTV will be set up at the apartment entrance and will overlook the car park and the main pedestrian entrance.
The residential units could be provided with more space.	The dwellings have been designed in accordance with the Manchester Space Standards which exceed the Nationally Described Space Standards.
Request for communal area for the apartment. This could be provided by closing the end of St Vincent St. Bigger green space buffer between towpath and the apartment building.	The Site layout has been determined by a number of principles including the existing street hierarchy, accessibility, design and housing types and provision. A buffer of defensible space between the Rochdale Canal towpath and the apartment block has been provided which is considered sufficient and enhances the setting of the towpath itself. St Vincent Street is a crucial road for a number of key reasons with the proposed layout enabling access to the apartment building as well as the secure car park, providing access to residents, visitors and delivery vehicles. In addition, the proposed turning head will allow refuse and emerging vehicles to access the apartment block element.
Request for more community engagement within the design process.	Public consultation on the design process was undertaken on two occasions throughout the design evolution of the proposals for Downley Drive. The first consultation took place between 8 December 2020 and 11 January 2021 on the early stage proposals and a second round of consultation invited respondents to

Consultation comments	How will these comments be considered as the proposals progress?
	make further comment on the detailed design proposals for Downley Drive which took place on 7 April 2021 to 16 April 2021. Due to the impact of COVID-19, public engagement was held online through a consultation website that invited respondents to make detailed comments on the scheme. A majority of the respondents were supportive of the principle of development as well as the design of the scheme, as illustrated earlier in this Statement.
Having houses directly face the street will put residents in unsafe situations. Currently, other houses in the area and their front yards are serving as hiding/hangout spots for people mostly with a drug problem or homeless people. This is already an issue so will repeat itself with these new houses. Why does the development not face onto Woodward Pl.	The Site layout has been determined by a number of principles including the existing street hierarchy, accessibility, design and housing types and provision. The layout was also subject to site constraints such as an underground sewer that runs across the Site. The proposed layout houses will accommodate a greater number of Affordable Homes while increasing their internal area and private garden space. The private gardens of the houses are to be provided at the rear of the house and will be bounded by brick walls and secure, steel gates to create an effective boundary treatment. It is considered that by facing onto the street, the houses will provide an enhanced level of natural surveillance over the immediate area. This will be complemented by increased levels of pedestrian activity due to the influx of new residents. A Crime Impact Statement has been prepared for inclusion with this application which notes that GMP supports dwellings facing onto the street. It was also noted that houses on Woodward Place already overlook the southern fringes of the Site and provide an existing level of natural surveillance.
Request for more wildlife.	The Proposed Development will increase the conditions for wildlife by increasing the existing level and quality of trees on Site and providing green spaces in the form of private and communal gardens with associated soft landscaping. The amenity space within the rear gardens of the houses and the resident garden for the apartment building will be treated with turf or amenity seed mix to verges with bulb planting or fine lawn hard wearing grass seed mix to garden areas. The remaining green spaces will be treated with low medium groundcover and aromatic herbaceous planting. Defensive shrub planting will be provided to the rear of Woodward Place and the Canalside frontage. Moisture tolerant planting (shrubs and grasses) will be planted to form a resident's garden in the areas alongside the car park. Green spaces around the development will be comprised of a mixture of aromatic herbaceous planting moisture tolerant planting (shrubs and grasses) that will be planted to form a resident's garden
Request to incorporate more traffic calming measures and to reduce	A Transport Statement has been undertaken to determine the level of impact on the local highway network. It was concluded that the Proposed Development will not create a significant impact. However, it also identifies a number of Traffic Regulation Orders (TROs) which will be implemented to support the Proposed

Consultation comments	How will these comments be considered as the proposals progress?
the impact on roads, particularly for pedestrians.	Development. These include double-yellow lines which will reduce impacts from on-street parking around the Site. Sustainable transport methods have been promoted in the Proposed Development with the creation of Travel Plan that will inform residents of their transport options. Residents will also be provided with secure cycle parking within the apartments and their homes to promote cycling and alleviate the impact on the highway network.
Separates the existing community from each other as well as newcomers.	The Proposed Development will fill a prominent 'gap site' at a key junction between the neighbourhoods of Ancoats, New Islington, and Miles Platting. With this in mind, it is considered that the development helps integrate these neighbourhoods. A mixture of building types (apartments and terraced houses) were selected for the Proposed Development to create more mixed and balanced communities. Additionally, the height, scale and massing of the Proposed Developments provides transition between the neighbourhoods and therefore tie them together.

Pre-Application Consultation

Local Planning Authority

Manchester City Council

- 3.19 During the design development stages undertaken prior to the submission of this planning and demolition consent application, regular dialogue has taken place with Manchester City Council Planning Officers in order to present the proposals and gather feedback. A series of meetings were held between March 2020 and March 2021 with prior informal discussions taking place in 2019.
- 3.20 The design processes for Downley Drive has been informed by feedback from consultation with the Local Planning Authority (LPA) with detailed design meetings taking place. The overall feedback from these pre-application discussions has been positive and supportive in principle on the basis that the proposals are well designed and will form an important part in next phase of regeneration within Ancoats and New Islington.
- 3.21 The following key considerations have been raised during pre-application discussions and addressed within the planning application submission:
- Boundary treatment and landscaping
 - Site layout, including massing of the apartment building and unit mix
 - EV charging points
 - Technical details relating to the façade design, including windows and materials
 - Technical details relating to the ventilation strategy
 - Lighting strategy and whether this may impact personal safety

- Tree planting strategy

- 3.22 To further clarify the scope of the application, in addition to the above meetings, an EIA Scoping Report was submitted to MCC on 14 April 2021 which set out that the Proposed Development is not of a type or scale which would necessitate an EIA. On 28/04/2021 a response was issued by MCC which confirmed that an Environmental Impact Assessment is not required.
- 3.23 In addition, the public consultation advertisement boundary was agreed with MCC's Planning Department on 18 November 2020 (Appendix 3).
- 3.24 The outcome of the pre-application discussions has been positive and supportive of the proposals in principle on the basis that they will complement wider planning and regeneration plans and economic objectives for the Ancoats and New Islington area and its surroundings, and on the basis that thoughtful and well considered design responses are provided for the Site.
- 3.25 Further details of how this has been achieved are provided within the accompanying application documents including the supporting Planning Statement and Design and Access Statement.
- 3.26 The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Local Highways Authority

- 3.27 Engagement was made between the Transport Consultant Ashley Helme and Manchester City Council Highways through pre-application discussions that included the following aspects:
- The Scope of the TS report,
 - The access proposals,
 - Waste Management, including swept path tracking of the enlarged turning head,
 - The need for and extent of the Traffic Regulation Orders (TRO's),
 - The parking strategy,
 - The EV charging infrastructure,
 - The footpath diversion.
- 3.28 The Access Strategy has been developed through dialogue with MCC and will be submitted as part of this application.

Local Ward Councillors

- 3.29 The Site lies within the Ancoats and Beswick Wards. Given the size of the regeneration area and the developments proposed, elected members representing both the immediate ward area and the adjacent ward of Miles Platting and Newton Heath were consulted. 6 elected members were directly contacted in advance of the public consultation event, as follows:
- Cllr Emma Taylor – Ancoats and Beswick Ward
 - Cllr Majid Dar – Ancoats and Beswick Ward
 - Cllr Rosa Battle – Ancoats and Beswick Ward
 - Cllr June Hitchens - Miles Platting and Newton Heath
 - Cllr Carmine Grimshaw - Miles Platting and Newton Heath
 - Cllr John Flanagan – Miles Platting and Newton Heath
- 3.30 The public consultation advertisement boundary (Appendix 3) was shared with Councillors with confirmation received from Councillor Taylor that this was acceptable.

- 3.31 The Councillors were briefed on the proposals on 26 November 2020 and 18 March 2020. On both dates Cllr Emma Taylor and Cllr Majid Dar were in attendance but no formal comments or representations were made in relation to the proposals.

Statutory Consultees

Greater Manchester Police – Design for Security

- 3.32 A meeting was held with Greater Manchester Police (GMP) on 5 March 2021 at the pre-application stage, to inform their preparation of a Crime Impact Statement for Downley Drive. A full presentation of the Proposed Development showing the Site location, layout, floorplan and elevations to GMP was provided. Overall, GMP were supportive of the of the scheme and the benefits it will bring in terms of activity to the area, natural surveillance and better lit pedestrian passages.
- 3.33 The following key considerations have been raised during pre-application discussions and addressed within the planning application submission:
- Bicycle storage
 - CCTV
 - Security of the eastern and southern boundaries
 - Boundary treatment, including gates and access
 - Site layout, relating to the configuration of alleyways
- 3.34 Recommendations with regards to the development are set out formally within the Crime Impact Statement prepared by Greater Manchester Police and submitted with this application.
- 3.35 All recommendations in the report have been incorporated into the development and further evidence will be provided to confirm the requirements set by GMP, in order to award Secure by Design status, during the construction process and prior to operation have been met.

Non-Statutory Consultees

Canal and River Trust

- 3.36 Recognising the Site's location adjacent to the Rochdale Canal, the Applicant has held several meetings with the Canal and River Trust (C&RT) to discuss various matters including the relationship between the towpath and Proposed Development. These meetings have also helped to identify issues for consideration within technical reports.
- 3.37 In addition, the Applicant's drainage consultant – Carley Daines – have liaised with C&RT to establish whether the discharge of surface water drainage into the Rochdale Canal was possible. However, C&RT confirmed that there was no capacity within the canal at this time, so this was not possible.

Historic England

- 3.38 The Proposed Development is not located within a Conservation Area but is adjacent to the southern boundary of the Ancoats Conservation Area, the majority of which is separated from the Site by the Rochdale Canal. The nearest Listed Building to the Site is the Grade II* Listed Union Street Bridge, located c. 146 m to the west of the Site.
- 3.39 An email was sent to Historic England on the 15 March 2021 (Appendix 6) outlining the proposals for Downley Drive. A response from Historic England was received on 19 March 2021 where it was concluded that no further involvement was needed in this regard.

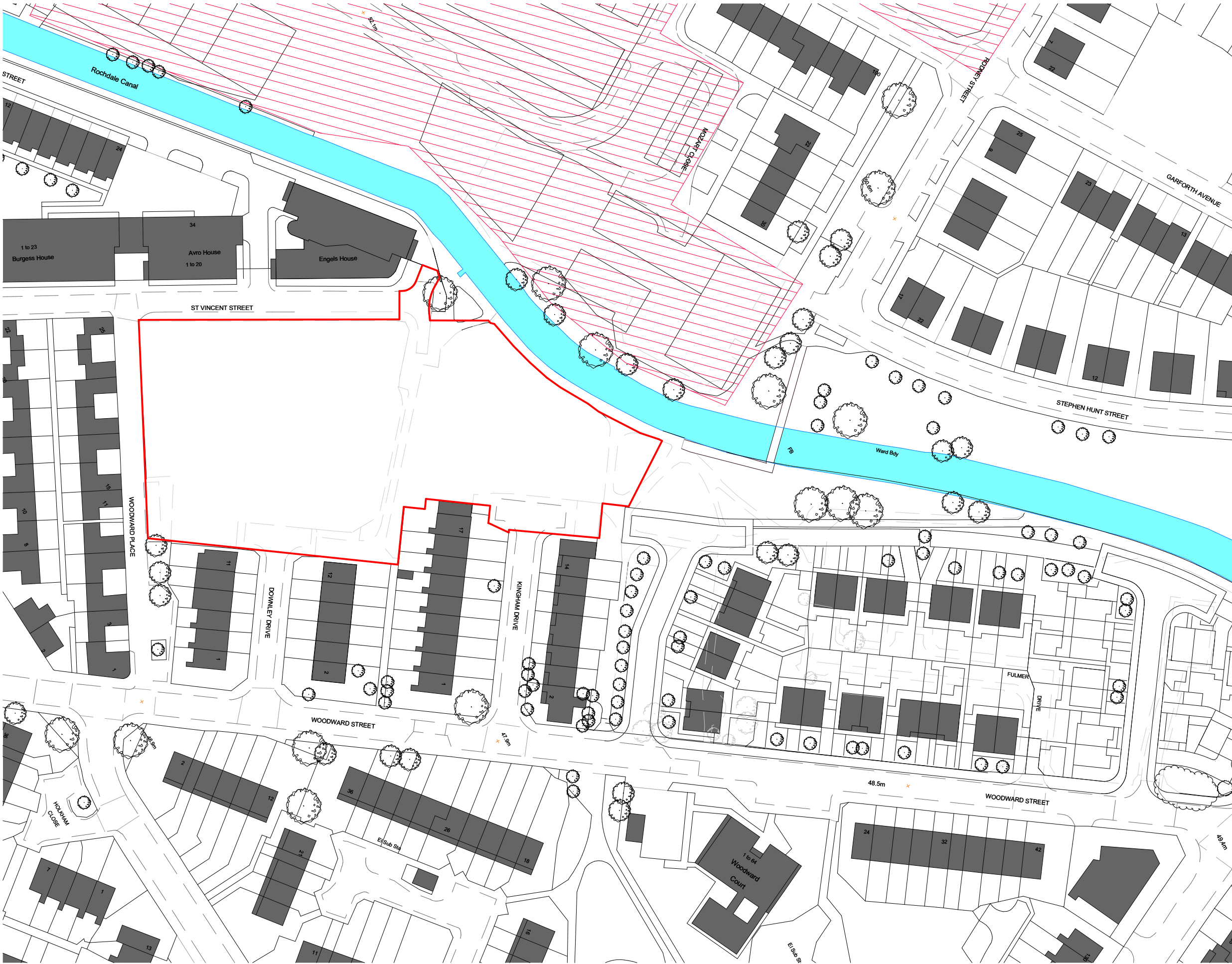
Summary

- 3.40 Overall, there is wide support towards proposals to redevelop previously developed and vacant land to create new affordable and high-quality housing that will add vibrancy back into the immediate area.
- 3.41 During design development, the design of the building including the landscaping, elevational treatments and boundaries has evolved in response to comments raised by key stakeholders including MCC and GMP. This would include measures to increase security by incorporating the recommendations made by Greater Manchester Police's Secure by Design team and measures to evolve the design and overall proposals recommended by MCC.
- 3.42 Whilst justification has been provided within the Planning Statement and Design and Access Statement this Statement has also set out a direct response to points made by members of the local community.
- 3.43 The Applicant is also committed to ensuring the consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority and beyond. During this process, the Applicant and the project team will continue to listen and engage with local stakeholders and, wherever possible, accommodate their ideas and aspirations.

4. Summary and Conclusions

- 4.1 Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement.
- 4.2 The proposals form part of the next phase of development taking place within Ancoats and New Islington, which is supported by the Ancoats and New Islington Neighbourhood Development Framework. The Neighbourhood Development Framework was endorsed in 2014 and later updated in 2016 following extensive public consultation. A draft refreshed A&NI NDF was submitted to the City Council's Executive in July 2016 that was created to guide the next phases of development with a particular focus on the northern and eastern areas of Ancoats and New Islington.
- 4.3 In respect of the COVID-19 restrictions imposed during the early stages of the design development, consultations were limited to non-physical settings and therefore postcards were sent directly to addresses and directed them to an online consultation website. The consultation gauged opinions from all stakeholders in the local community. Valuable insights were gained and have informed the designs for the next phase of development taking place within the neighbourhood.
- 4.4 The application proposals have been the subject of a significant amount of pre-application consultation, which has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local residents and businesses, Ward Councillors, Greater Manchester Police, adjoining owners, and Statutory Consultees, to identify and consider relevant issues prior to the submission of the application for Planning Permission.
- 4.5 Pre-application engagement with local residents and businesses was principally focused online through updates to the website and two consultation periods during the design development. The most recent, public consultation website presented detailed proposals for four sites including the Proposed Development. The website received 1,800 unique visitors during the consultation periods and the engagement generated 160 direct comments from the local community, businesses and stakeholders to date.
- 4.6 Any comments received from the respondents have been addressed within this Statement and other supporting documents or will be subject to a future planning application as part of future phases.
- 4.7 The consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix 1 – Site Location Plan



Note:
Do not scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.



Site boundary



NDF Poland Street Zone



North

5	07/05/21	OM	Planning
4	12/04/21	OM	STAGE 3
3	31/03/21	OM	STAGE 3 DRAFT
2	30/03/21	OM	Site Boundary
1	15/12/20	IB	STAGE 2 Report

Rev	Date	Intis	Details
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Project Title	Downley Drive
Client	Great Places
Location	Ancoat - Manchester
Drawing Title	Existing Site - Location Plan

Date	07/05/2021 11:17:50	Scale	1 : 1000
Checked	Checker	Orig Paper Size	A3
Job No:	8801	Status	Planning

Project:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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Appendix 2 – Ancoats and New Islington Strategic Consultation Summary



MANCHESTER
CITY COUNCIL

Early-stage consultation on the next phase of co-ordinated development in Ancoats and New Islington

Consultation summary and next steps March 2021

Overview

Our consultation on the early stage plans for developments across six sites in Ancoats and New Islington ran for five weeks from 8 December 2020 to 11 January 2021.

This consultation was an opportunity for members of the local community to provide their feedback to ensure local priorities and concerns are addressed as the plans continue to develop.

We publicised the consultation by sending consultation postcards directly to 4613 addresses within Ancoats and New Islington and contacting local community groups, as well as promoting the consultation via traditional and social media.

The consultation publicity directed people towards our consultation website, where we shared information about our early stage plans and asked visitors to complete a questionnaire to provide their views.

This summary document provides an update on the response we received to our consultation and then explains what we're going to do next.

We would like to thank everyone who took the time to provide their views.

Our consultation in numbers



5-week consultation



2,007 visitors to the website during the consultation period



102 responses to the consultation



91% of respondents were **local residents**



Neighbourhood priorities

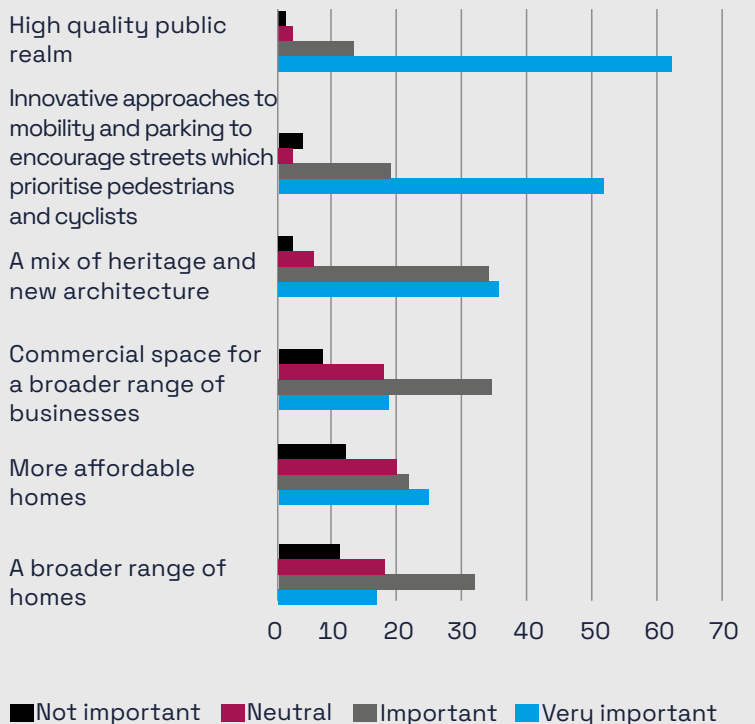
Before asking specific questions about the development sites, our feedback questionnaire started by asking people about their overall neighbourhood priorities.

These questions generated really helpful feedback which provides an important backdrop to the consideration of individual development sites.

It's clear that provision of high-quality public realm, especially green space, is a very high neighbourhood priority, as is the move towards more pedestrian-friendly streets.

We also asked people to tell us their favourite thing about living in Ancoats and New Islington, as well as things that cause them frustration. Again, the comments were varied and help us to understand local opinions.

Do you support the concept of the Mobility Hub?



Favourite things:

Ancoats Green
Old meets new
cafés
Community atmosphere
Cutting Room Square
Rochdale Canal
The Marina
Independent shops bars
restaurants
Cotton Field Park
Proximity to city centre
Regeneration of historic buildings

Frustrations:

Insufficient play areas
Anti-social behaviour
Speeding drivers
Not enough shops
Lack of green space
Strained infrastructure
Amount of traffic
Quality of some new buildings
Litter

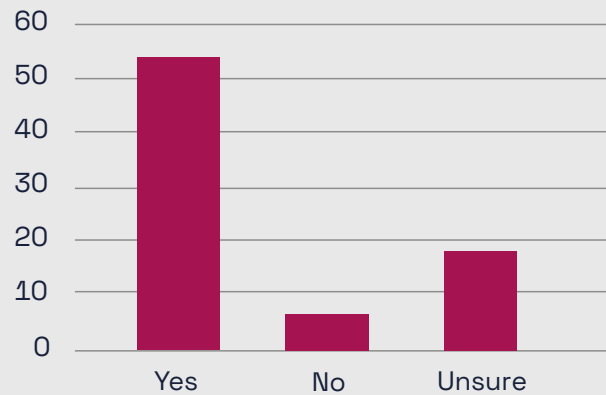
Ancoats Mobility Hub

Overall, 69% of respondents said that they supported the idea of the Mobility Hub and shared many positive comments about the move towards active travel and prioritising streets for people over cars.

There were a smaller number of comments from people who felt there should still be a place for cars within the neighbourhood and that they shouldn't be completely excluded.

Some respondents provided some more specific feedback in the form of suggestions and questions. A summary of this feedback is provided below, alongside an explanation of how the development team is considering these comments as the plans for the Ancoats Mobility Hub continue to develop.

Do you support the concept of the Mobility Hub?



Consultation comments	How will these comments be considered as the proposals progress?
Requests for significant numbers of EV charging points.	A key objective for the Mobility Hub is to provide access to sustainable modes of transport including cycling and walking, public transport and car clubs. Electric Vehicles (EVs) will be promoted through providing EV charging infrastructure for 25% of parking spaces from the outset, but the infrastructure within the Mobility Hub will be designed to enable this to increase with demand.
Suggestion that access to the Mobility Hub for deliveries should be carefully planned to avoid congestion.	The Mobility Hub design proposes an internal delivery hub; with a dedicated route for vehicles accessing the facility which should reduce impacts on the local highway network. A Management Strategy for how delivery vehicles will access the building shall be approved and implemented via the planning process to further minimise any congestion. The Mobility Hub has been, and continues to be, discussed in detail with Manchester City Council's Highways Department so appropriate traffic modelling is undertaken and any impacts assessed. A Transport Assessment will be submitted as part of any planning application.
Requests for priority access for local people. Some expressed concern that it will be used for commuter parking and therefore bring more traffic into Ancoats.	Whilst it is likely that some commuters will utilise the Mobility Hub in the immediate short term, the long-term ambition for the Mobility Hub is that it acts as infrastructure for Ancoats and, as a priority, serves its future residents by providing sustainable transport options and car parking. This reduces the need for car parking to be provided in residential developments that come forward in the future. Management procedures will be put in place so that residents of Ancoats who want a paid car parking space can be prioritised over commuters.
Aside from the Mobility Hub plans, there also needs to be a fast-track approvals process to retrofit EV charging points to other developments.	This comment is noted. The Mobility Hub will support sustainable transport decisions and, more generally as there is a move towards greater use of EVs in society, landlords and developers will have to respond to this trend.
Requests to explain the Mobility Hub concept more simply.	A further consultation is planned to present the Mobility Hub concept in more detail. We will ensure this is easy to understand.

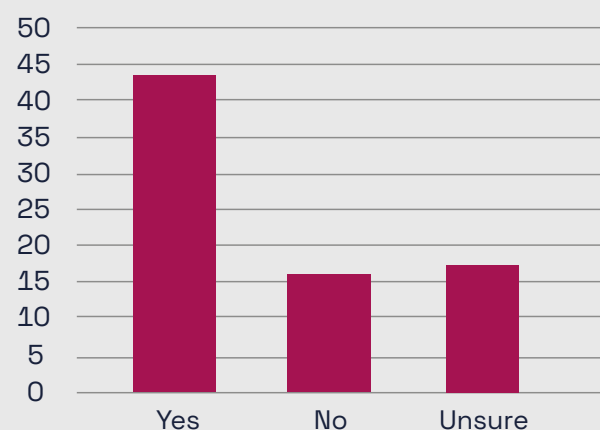
Eliza Yard

Overall, 57% of respondents said that they supported the intention to develop a high-quality residential scheme on this site.

Many of those respondents commented that the scheme would deliver much-needed new homes in the area as demand is high. A smaller number of respondents did not share this view, explaining that they thought the area had seen significant recent growth and doesn't need more residents.

A summary of more specific points and the response to these points is provided below.

Eliza Yard - Do you support the intention to develop a high-quality residential scheme on this site?



Consultation comments	How will these comments be considered as the proposals progress?
Significant support for ground floor commercial use.	The Eliza Yard team welcome supportive comments for the active ground floor uses proposed in the development.
Requests for high quality materials, with a preference expressed for brick and not cladding.	Delivering a high quality, well designed scheme is a priority for Eliza Yard. The choice of materials has been subject to considerable design evolution following discussions with key stakeholders including Manchester City Council and Historic England. The design is still evolving, and a detailed consultation will be held to present the finalised design.
Requests for inspiring and imaginative architecture with interesting elevational treatments.	As above, a considerable amount of time and effort has gone into developing the design to deliver an interesting, high-quality scheme whilst also being respectful to its location within the Ancoats Conservation area.
A request for the building to sit within the existing skyline, and a request to consider six storeys rather than eight.	The site's immediate context is characterised by vacant car parking sites and low-rise industrial units. However, the Ancoats and New Islington NDF sets out that heights across the framework area should be no more than eight-storeys. This has guided the height for Eliza Yard and is considered appropriate to the wider and future surrounding context.
A request to make it a zero-carbon development.	Eliza Yard will strive to be as sustainable and energy efficient as possible. It will utilise renewable energy sources, for example photovoltaic panels on the roof, alongside an 'all-electric' heating system which will benefit from the decarbonisation of the National Grid. This development will represent a step in the wider journey towards net zero carbon. An Energy and Environmental Standards Statement will be included as part of the planning application setting this out.
A question about removing the parking spaces currently on the site and whether this will displace cars elsewhere.	For the last four years, the site has been restricted to contractor car parking use only and was not publicly accessible.
Concern about the strain on local services – especially supermarkets and medical services.	The range of neighbourhood facilities available in Ancoats has grown quickly in recent years, and these facilities will be available to residents of Eliza Yard. As well as local facilities, the site's location within the wider city centre means there is a wide range of leisure, employment, retail, and health-care facilities for future residents. It is not considered that this development will cause undue strain on local services.

Downley Drive

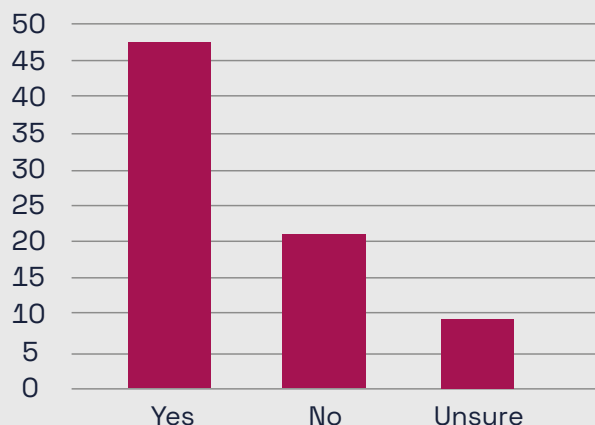
Overall, 61% of respondents said that they supported the intention to develop a high-quality residential scheme on this site.

Positive comments were expressed about the plans to create new frontages onto the street and encouraging safe and attractive streets.

There were several comments about development being welcomed as the area currently suffers from fly-tipping.

A summary of more specific points and the response to these points is provided below.

Downley Drive - Do you support the intention to develop a high-quality housing scheme on this site?



Consultation comments	How will these comments be considered as the proposals progress?
Questions as to whether the affordable housing will be genuinely affordable.	Great Places will own and manage the scheme and are bound by Homes England rules on affordability for rent and shared ownership sales. In addition, Great Places will work with the Council to deliver a Local Lettings Policy to prioritise those most in need.
Questions about whether it's possible to have an affordable housing scheme which is also high-quality.	The new properties will utilise a palette of traditional brickwork and be well detailed, and simply and elegantly proportioned to provide new comfortable homes. The buildings will be highly insulated to provide low carbon homes with the added enhancement of reducing running costs for the residents.
Opposition to building on 'Zone C', which is currently green space.	The vast majority of the site has previously been developed and the land is allocated for housing under the Miles Platting masterplan. The development will bring forward an enhanced public realm, with new trees and landscaping as an integral component of the new environment. The houses will have private gardens and the apartment building will have a communal garden for the benefit of its residents. The new development will increase "eyes on the street" surveillance of surrounding open areas making these more safely accessible to all local residents.
Requests for inclusion of commercial spaces at the ground floor.	Some sites within Ancoats and New Islington are more suited than others to provide ground floor commercial spaces. This land is allocated for housing and the plan is to deliver it as a 100% affordable housing scheme.
Questions about whether these proposals will result in changes to current pedestrian routes.	The houses are arranged fronting on to new streets to provide good connectivity into the exiting pedestrian and cycle network and to increase permeability through the neighbourhood as a whole. Pathway connections to the canal side tow path will be realigned in consultation with local residents.
Concern that the level of proposed parking may not be enough.	All houses will have one parking space with an Electric Vehicle charging point. 50% parking provision will be provided on the apartments with Electrical Vehicle infrastructure in place to futureproof the parking court. There will also be the provision of 100% cycle storage in the houses and apartments to encourage active travel. New residents will be within walking and cycling distance of the extensive range of services offered within the wider neighbourhood and city centre. They will also be able to easily access the local public transport infrastructure.

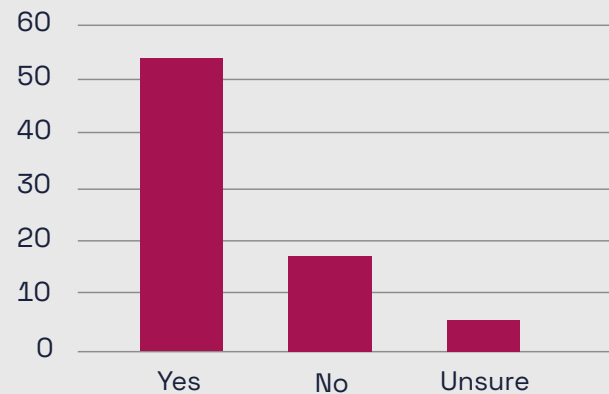
Ancoats Dispensary

Overall, 73% of respondents said that they supported the intention to refurbish and redevelop the Ancoats Dispensary.

There were many comments about the importance of Ancoats Dispensary to the area and sadness expressed about its poor state of repair.

A summary of more specific points and the response to these points is provided below.

Do you support the intention to seek to refurbish and redevelop the Ancoats Dispensary?



Consultation comments	How will these comments be considered as the proposals progress?
A mix of comments about heritage retention, with some stating they understood the challenges posed by the condition of the building and appreciated that it might only be possible to retain the key façades. Others, meanwhile, commented that the whole building should be retained or rebuilt where it is damaged, and new interventions should be kept to a minimum.	The Ancoats Dispensary is a Grade II Listed Building which is currently in a state of disrepair and some elements have been removed due to safety concerns. The remaining building is currently kept stable by scaffolding. Should the scaffolding be removed, without further structural repairs, the building will be at risk from collapse. The condition and constrained location of the building also mean that potential construction methods are limited and complex. The Ancoats Dispensary Team understand the importance of retaining and restoring the façades of highest significance, including the main façade to Old Mill Street and the Central Tower, and the façade to Lampwick Lane. The only feasible approach to redeveloping and reusing the Dispensary is to remove the south and west facades to create a viable footprint for the development. Without creating this amount of space, the Dispensary cannot be refurbished and brought back in to use for future generations to use and appreciate.
Several requests were made for the building to have some kind of commercial or community space so that non-residents can still access and enjoy the building. Various suggestions were made about potential uses, including spaces for small businesses, a library, an arts facility a food hall and an events space.	Given the challenges presented by the condition of the building, the redevelopment of Ancoats Dispensary relies heavily on the ability to secure external funding, which is extremely difficult to achieve for community or office uses. Funding is available and has been secured for affordable housing. This use, combined with the proposed number of apartments, enables a viable scheme to be brought forward, without which there is not a future for the building. Including community or retail uses within the building would mean that affordable housing provision would be reduced, making the scheme unviable unless a large upwards extension was added. This would impact negatively on the significance of the Grade II Listed Building. Furthermore, the introduction of an active frontage along Old Mill Street is not considered to be appropriate given that it would result in a high level of intervention to a highly significant façade.
Questions as to whether the affordable housing will be genuinely affordable.	Great Places will own and manage the scheme and are bound by Homes England rules on affordability for rent. The development will provide apartments for Affordable Rent capped at 80% of Market Rent.

Wadeford Close and Jersey Street Housing Sites

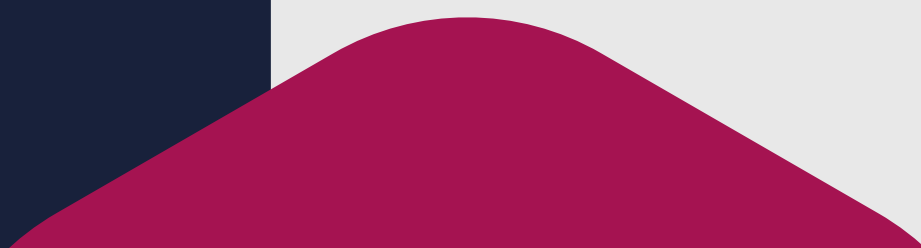
As part of the consultation, two further sites for future residential development were introduced, one on Wadeford Close (an affordable housing development to be brought forward by Manchester City Council) and one on Jersey Street (a residential scheme by Manchester Life).

The plans for these two sites were still at a very early stage and only the site locations were presented as part of the consultation information. As such, no specific questions about these proposals were asked within the consultation questionnaire. In the general comments, some respondents did mention their preference to retain as many of the mature trees along the Rodney Street edge of the Wadeford Close site as possible.

Next steps

The design teams are continuing to develop the detailed design proposals for the Ancoats Mobility Hub, Eliza Yard, Downley Drive and Ancoats Dispensary, taking into consideration the feedback received as part of this consultation.

Another phase of consultation will be held soon on each of the detailed design proposals for these four sites. This will be an opportunity to see more detailed plans and visualisations, with the opportunity to comment on these plans in advance of the submission of individual planning applications.



Appendix 3 – Consultation Boundary



Appendix 4 – Consultation Leaflets

Get involved in shaping the next phase of development in Ancoats and New Islington

Over recent years, Ancoats and New Islington have been transformed into thriving and liveable communities on the edge of the city centre.

Manchester City Council, Manchester Life and Great Places Housing Group are now developing proposals for a coordinated phase of development across a number of sites around the area.

The priorities for this phase of developments include:

- A broader choice of homes and more affordable housing.
- New commercial spaces for local businesses to serve the community and increase economic activity.
- Public realm improvements and prioritisation of streets for people over cars by supporting active travel, sustainable transport options and last-mile delivery aggregation.

These proposals are at an early stage and we want to hear from you to ensure local priorities are addressed as these plans develop.



MANCHESTER
CITY COUNCIL



Have your say

We would like to share our early stage plans with local people before we move onto the next stage of design.

We can't hold a traditional consultation events at the moment, so we are making information available on a dedicated consultation website, where you will have the opportunity to find out more and provide your feedback.

Website: www.haveyoursay-ancoats.co.uk

Email: consult@haveyoursay-ancoats.co.uk



This consultation is open until 11 January 2021.

If you do not have access to the internet, please call
08081 968 345 and we can organise to send information to you in the post.

Return address if undelivered:

Unit 5, Royal Mill, 17 Redhill Street, Manchester M4 5BA

Get involved in shaping the next phase of development in Ancoats and New Islington

In December last year, Manchester Life, Great Places Housing Group and Manchester City Council introduced early stage plans for a coordinated phase of development across Ancoats and New Islington to continue the transformation of the area.

We asked local people to provide their views and consider priorities such as a broader choice of homes, new commercial spaces, and improvements to the public realm.

Now, we would like your feedback on more detailed plans for four of the sites within this phase of development:

Eliza Yard: A residential development of 118 new apartments being delivered by Manchester Life.

Downley Drive: An affordable housing scheme led by Great Places, which will deliver a mixture of 68 houses and apartments.

Ancoats Mobility Hub: An innovative project that embeds sustainable transport and parking options with other shared neighbourhood services into the heart of the community.

Ancoats Dispensary: A residential scheme led by Great Places, including repair and restoration of key elements of the listed building along with an extension.



MANCHESTER
CITY COUNCIL



Have your say

Having developed these plans in response to community comments, we'd like to share our updated plans and listen to your views before submitting planning applications for each of these developments.

We have updated our dedicated consultation website to provide more detailed information about these four development proposals. Please take a look and provide your feedback.

Website: www.haveyoursay-ancoats.co.uk

Email: consult@haveyoursay-ancoats.co.uk



This consultation is open until 16 April 2021.

Please do get in touch with us if you have any questions about these plans. Our consultation team is here to help.

If you do not have access to the internet, please call **08081 968 345** and we can send you information in the post.

Return address if undelivered:

Unit 5, Royal Mill, 17 Redhill Street, Manchester M4 5BA

Appendix 5 - Consultation web pages



Get involved in shaping the next phase of development in Ancoats and New Islington

Welcome and thank you for visiting the consultation website for the next phase of regeneration and neighbourhood development in Ancoats & New Islington.

Over recent years, the neighbourhoods have transformed into a thriving and liveable community on the edge of the city centre.

There is now an opportunity for a coordinated phase of development across four underused sites in the Poland Street Area of Ancoats and two sites in New Islington, to build upon the previous success and further the evolution of Ancoats into a sustainable neighbourhood that can attract aspirational young people and families.

Together, these locations enable the delivery of **over 400** new homes for a broad range of housing needs in support of Manchester’s housing requirements, and space for more local businesses and community activities.

This will create the momentum for further homes to be developed in line with the scale outlined in the [Neighbourhood Development Framework](#).

Adopting this coordinated approach also ensures that the community grows around shared access to a new sustainable mobility hub, and with enhanced streets and public spaces.

Priorities for this phase include:

- A broader choice of homes and more affordable housing.
- New commercial spaces for local businesses to serve the community and increase economic activity.
- Public realm improvements and prioritisation of streets for people over cars by supporting active travel, sustainable transport options and last-mile delivery aggregation.



Ancoats & New Islington (map courtesy of Google Earth)

Manchester Life Development Company has been instrumental in Ancoats’ regeneration since 2014 and is now coordinating this next phase in partnership with Great Places and Manchester City Council, as well as a range of landowners.

Our first stage consultation was an opportunity for the community to provide vital feedback to ensure local priorities and concerns are addressed as plans develop. This consultation was open to the public between 8 December 2020 and 11 January 2021.

Individual consultations for each of the six projects will be held in due course, beginning in early 2021. These will present detailed proposals in advance of individual planning submissions.

The six developments under consideration have been identified to support specific requirements set out within the Ancoats and New Islington Neighbourhood Development Framework.



Eliza Yard by Manchester Life – a residential development of approximately 120 homes with commercial units on the ground floor.



The Ancoats Mobility Hub for neighbourhood-wide usage. The facility would provide sustainable transport choices, smart logistics and other shared neighbourhood services. Business planning work to support the delivery strategy for the Ancoats Mobility Hub is being undertaken by Manchester Life.



Ancoats affordable housing by Manchester City Council.



Residential Housing – Jersey Street – a residential development being led by Manchester Life.



Downley Drive – an affordable housing development by Great Places, providing approximately 70 homes.



Ancoats Dispensary – a residential scheme including repair and restoration of key elements of the listed building along with an extension.

PROPOSED SITES →





Manchester City Council, Manchester Life and Great Places are working together to seek feedback on this coordinated phase of development in Ancoats and New Islington.

Manchester Life

Manchester Life was set up in 2014 as a joint venture between the Abu Dhabi United Group and Manchester City Council to restart the regeneration of Ancoats and deliver housing for Manchester’s growing professional population.

Manchester Life operates as an investor, developer, placemaker and landlord, and has invested £250m to deliver 1,460 homes and twenty commercial units in the neighbourhood over the past five years.

This investment has acted as a catalyst for further regeneration and development in the area, which has seen Ancoats transformed into the vibrant, sought-after, and nationally recognised neighbourhood it is today. (www.mclife.co.uk)



Great Places

Great Places Housing Group has 24,000 homes in more than 30 local authority areas.

Social purpose is at the heart of Great Places, and the group provides specialist support to over 2,500 people across the North West and Yorkshire.

We invested £52m into building homes, with 213 homes completed and 69 on site in 2019/20, as well as running a wide range of projects and initiatives to benefit our customers and their communities. (www.greatplaces.org.uk)



Manchester City Council

The City Council will continue to coordinate regeneration activity in Ancoats and New Islington to promote the development of an inclusive neighbourhood which develops in line with Manchester’s housing needs and sustainable transport priorities.

As well as coordinating the regeneration at a neighbourhood level, the City Council has identified a site for its own affordable housing development on Wadeford Close. The City Council will also lead a process with all developers across Ancoats and New Islington to improve the existing public realm and create new open and green spaces.





The Neighbourhood

Background

A shared vision saw Ancoats, once a deeply distressed place, emerge as a thriving neighbourhood for Manchester's population. 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.



Historic map of Ancoats and New Islington

The decline of Britain's textile industry saw Ancoats' population decline. By the '90s the area was suffering from high levels of crime and dereliction.

From the early 1990's 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.

The 2008 financial crisis halted many previous regenerations and placemaking efforts.

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.

Critical infrastructure has been delivered including the completion of Cutting Room Square in 2010 and Cotton Field Park in 2011. A permanent home for the Manchester Grammar School sponsored New Islington Free School opened in September 2013.

New homes have been delivered, facilitating the area's transformation into a neighbourhood of choice.

Manchester Life Development Company has delivered over 1,250 new homes for rent and sale across Ancoats and New Islington, including the refurbishment of the Grade II* Murrays' Mills. Over 200 more are under construction for completion in summer 2021.

Space for 14 local businesses has been provided across Manchester Life's developments with more coming in summer 2021. Collectively they 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, and a vibrant daytime and evening economy.

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, and Mana which became the first restaurant in Manchester to be awarded a Michelin Star in 2019.

Great Places have also been a key delivery partner in New Islington since the start of the re-development of the area and delivered the first of the new properties which served to re-house a number of the previous residents in 2006. Great Places own and manage nearly 200 properties of different tenures in the area, and our management arm Plumlife successfully undertake the estate management of the Marina area.

Urban Splash, who first committed to New Islington in 2000, has made significant progress in delivering its houSe and Mansion House proposals with these developments framing the New Islington Marina. On completion, Urban Splash will have created over 400 new homes and 125,000 sq ft of commercial space across New Islington. In Ancoats, Urban Splash is owner of the historic Beehive Mill, with the Prince's Trust as anchor tenant.

Developers including Mulbury, Northern Group, and Step Places have or are also providing new homes within the neighbourhood.



Recent developments in Ancoats and New Islington

The Oglesby Centre at Halle St Peters opened its extension in November 2019. This provides additional practice rooms and performance spaces alongside a new café and will facilitate a broader cultural offer and opportunities for larger events.

A reliable marker of the power of cohesive place-making is measured by the confidence that has returned to the neighbourhood, with many more people, businesses and developers now participating in Ancoats' ongoing success.

This transformation of Ancoats has become a powerful symbol of modern Manchester – 21st-century living and a strong community in historic areas.

The majority of this new development has been in the parts of the neighbourhood closest to the city centre, with the area beyond seeing very little new growth.

The future development proposals identified in this phase need to ensure the area remains true to its roots and current character but meets future housing, sustainability, economic and community needs.



Recent developments in Ancoats and New Islington



THE NEIGHBOURHOOD
NEIGHBOURHOOD DEVELOPMENT FRAMEWORK
IMPACT



Neighbourhood Development Framework

A Neighbourhood Development Framework is a document which sets development and urban design principles to guide the positive regeneration of an area around a vision that meets the needs of the community and city.

The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Neighbourhood Development Framework (NDF) which was originally endorsed by Manchester City Council in October 2014.

The NDF highlights Ancoats and New Islington's location on the edge of the City Centre, and the critical role it plays in supporting the city's housing requirements.

An updated version of the NDF was endorsed in December 2016 to incorporate principles for the second phase of major development in the neighbourhood, breaking down the neighbourhood into 6 distinct zones across Ancoats and New Islington.

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

To fulfil this vision, a neighbourhood wide delivery strategy for public realm improvements will also be prepared.

At a high level, the NDF (2014, 2016, and 2020) states that development in the area will:



Respect past historic form and character, whilst also looking for opportunities for repurposing, reinterpreting and contributing to a safe and attractive environment.



Build 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.



Provide the right mix of uses to provide employment opportunities within walking distance of home; encouraging active travel; creating green spaces; and supporting the zero carbon agenda.



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.

THE 2016 NDF CAN BE ACCESSED IN FULL [HERE](#) →

THE 2020 NDF AVAILABLE TO DOWNLOAD [SOON](#) →



Ancoats and New Islington NDF Area showing the six character areas (NDF 2016)
(1 Great Ancoats Street and Olam Road; 2 The Ancoats Core; 3 Poland Street; 4 Great Ancoats Street Frontage; 5 New Islington; 6 Ashton Canal Corridor)



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





What impact could this next phase of development have?

This next phase of development will ensure positive momentum is maintained to continue the evolution of Ancoats and New Islington by growing the existing community and further diversifying the residential offer, particularly through the provision of affordable housing.

The development will support growth in East Manchester and expand the City Centre. When considered in totality, development in these districts aims to deliver a joined-up approach to regeneration across the northern and eastern extents of Manchester City Centre.

This phase recognises the importance of prioritising brownfield development and creating neighbourhoods of choice in the most sustainable location, therefore reducing the need for release of greenfield land which encourages urban sprawl.

Delivering all six sites as part of this coordinated phase of development will result in a wide range of social, economic and environmental benefits.



Social benefits

- Delivery of 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 which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability.
- 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.



Economic benefits

- Creation of jobs through the construction and operational phases of the development, including direct employment within the supply chain. There will be a commitment to jobs for local people through a Local Labour Agreement.
- Further job creation and additional economic benefits through the provision of commercial units.
- Delivery of new homes thus providing Council Tax receipts to MCC in perpetuity and the proposed commercial floorspace in some of the schemes will be liable for the payment of business rates.



Environmental benefits

- Sustainable reuse of underutilised brownfield land and a Grade II listed building through the delivery of new homes including affordable homes which meet the needs of Manchester's expanding population.
- 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.
- Enhancing the neighbourhood identity of New Islington by reusing the Grade II listed Ancoats Dispensary and improving a key route along Old Mill Street.
- Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.
- Offering the potential to centralise delivery services within a single hub rather than multiple deliveries going to individual buildings.
- Improved pedestrian and cycle linkages which will encourage the use of sustainable modes of transport and connect key regeneration areas and transport hubs.



Ancoats and New Islington



Ancoats and New Islington





Proposed Sites

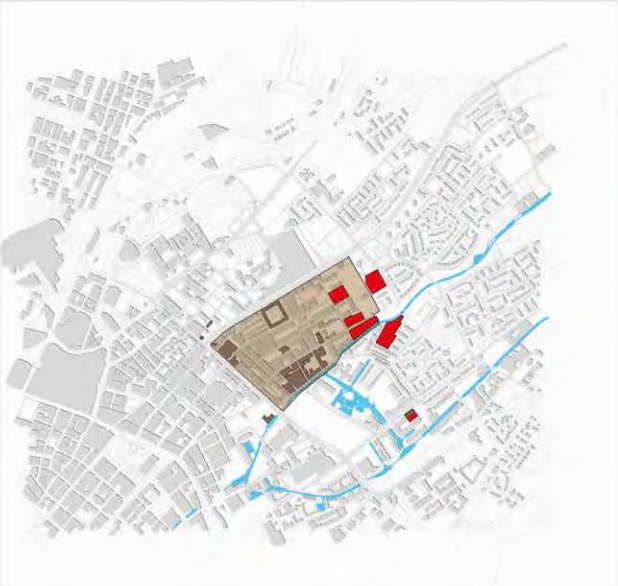
The next phase of development in the Ancoats and New Islington neighbourhood will comprise six developments:

- The **Ancoats Mobility Hub** for neighbourhood-wide usage. The facility would provide sustainable transport choices, smart logistics and other shared neighbourhood services in line with the ambitions set out in the City Centre Transport Strategy.
 - **Eliza Yard** by Manchester Life – a residential development of approximately 120 homes with commercial units on the ground floor.
 - **Ancoats affordable housing** by Manchester City Council (MCC)
 - **Residential Housing Jersey Street** by Manchester Life.
 - **Downley Drive** – an affordable housing development by Great Places, providing approximately 70 homes.
 - **Ancoats Dispensary** – a residential scheme including repair and restoration of key elements of the listed building along with an extension.
- Once developed these proposals would provide:

 - Over 400 new homes, including a large amount of affordable 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 Ancoats Dispensary.



Ancoats and New Islington NDF Area showing the six character areas (NDF 2016)
(1 Great Ancoats Street and Oldham Road; 2 The Ancoats Core; 3 Poland Street;
4 Great Ancoats Street Frontage; 5 New Islington; 6 Ashton Canal Corridor)



Ancoats Conservation Area (NDF 2020) showing Listed Buildings (dark brown)
and the six development sites (red)

ELIZA YARD -





MANCHESTER CITY COUNCIL

- PROPOSED SITES
- ELIZA YARD
 - DOWNLEY DRIVE
 - ANCOATS MOBILITY HUB
 - ANCOATS DISPENSARY
 - NEW RESIDENTIAL SITES



Eliza Yard

The site for the project is located on the corner of Jersey Street and Poland Street and is currently used as a surface car park. Historically, the former Bengal and Rochdale Canal Arms would have connected to a central yard on the site serving the surrounding industries of glass and iron works. Remnants of the bridges over the former canal arms can be seen on Poland and Jersey Street adjacent to the site.

Our proposals intend to create a unique new location for living to kick-start the regeneration of the Back of Ancoats with great amenities and strong place-making characteristics.

The brief is for approximately 120 new dwellings through a mix of 1, 2 and 3-bedroom apartments. The scheme will rely on the Ancoats Mobility Hub to deliver its parking requirements. As a result, the scheme will only need two disabled parking bays, allowing the ground floor to be activated with commercial and workspace uses in addition to the building's central amenity facilities.

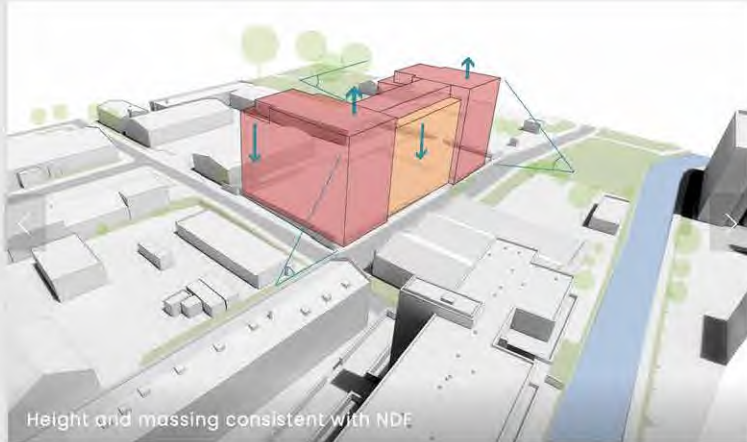
The scheme's massing is intended to respond to the building's existing context as well as the illustrative spatial masterplan within the NDF, staying within the proposed eight storey datum.

The design will help promote strong future connections between Ancoats Green and the Rochdale Canal.

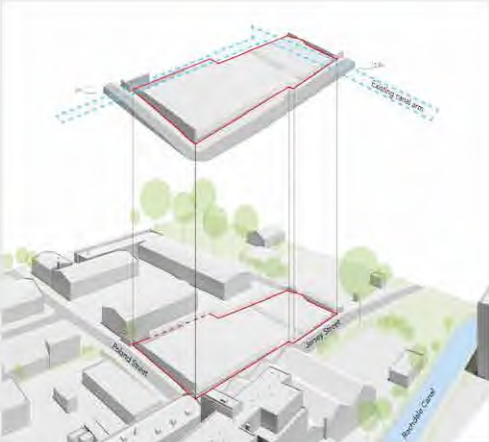
Level thresholds will be provided to all parts of the building, both residential and commercial, as well as to the central yard space with two lifts serving all eight storeys.

The proposed carbon philosophy is to implement a "Mean, Lean, Green" approach to developing an efficient, low carbon, comfortable and healthy building to help meet MCC's low carbon targets.

The scheme is being delivered by Manchester Life.



Height and massing consistent with NDF



Site Analysis



Precedent image - Streetscape



Precedent image - Active ground floor



Precedent image - Materiality



Precedent image - Residents' amenity space



Precedent image - Private residents' yard

DOWNLEY DRIVE →





Downley Drive

The site comprises an area of circa 6,500 sq. m sitting behind existing properties on Downley Drive and Kingham Drive and further bounded by Woodward Place, St Vincents Street and the Rochdale Canal. The site was part developed in the early 1900s as engineering works and later in the 1960s with the addition of a maisonette block.

These buildings were all subsequently demolished with the site now lying vacant and part enclosed by a perimeter wire fence. Adjacent to the site are a variety of housing developments including apartment developments and two storey terrace row housing. In terms of topography, the land falls away from the canal towpath level.

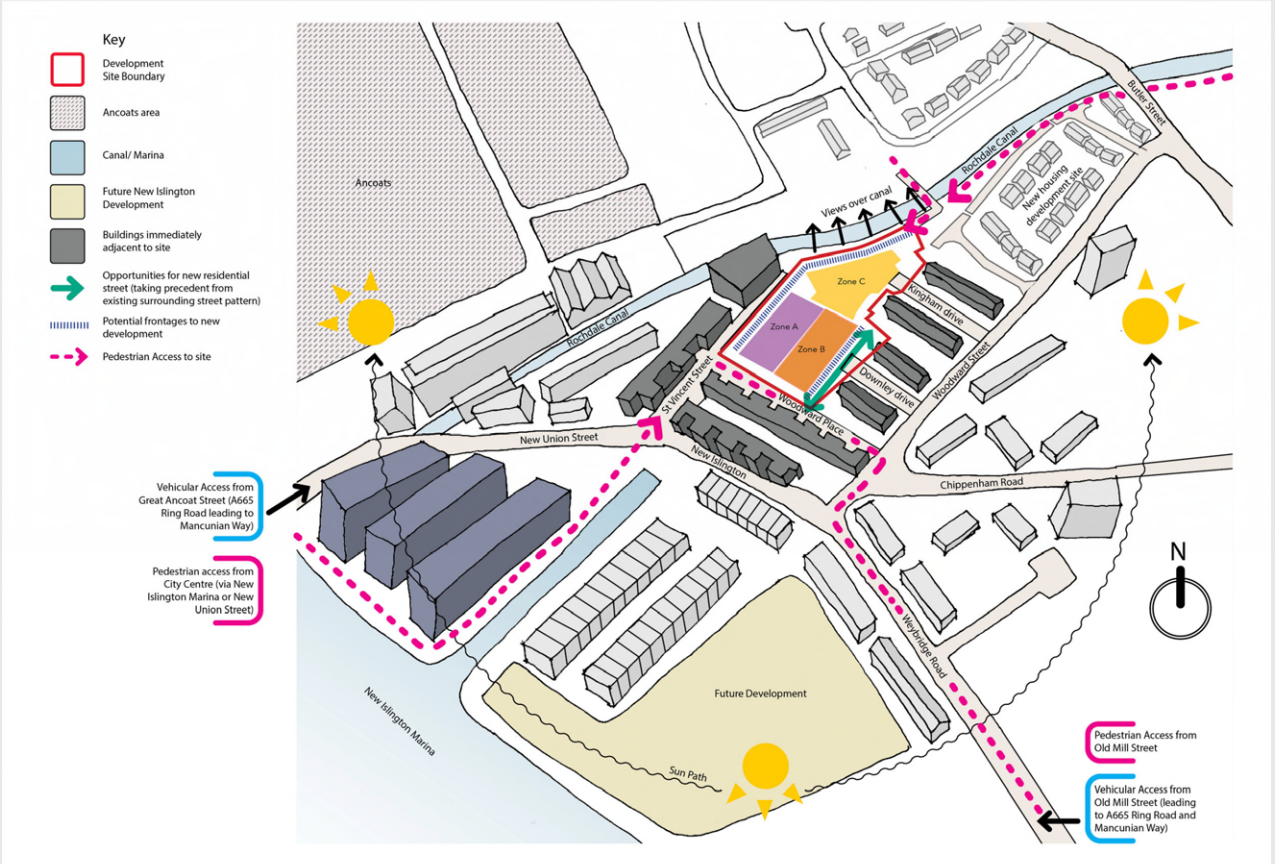
The development will comprise a mixture of houses and apartments across three zones.

- Zone A will contain houses intended to be available for purchase on a shared ownership basis;
- Zone B will have houses intended to be available at an affordable rent; and
- Zone C will contain 1 bed and 2 bed apartments within a single building, intended to be let at a social rent level.

It is envisaged that about 70 new dwellings can be provided across the site. The houses will be terrace rows with private rear gardens all fronting onto streets and connected into the existing street network to tie in with the scale and grain of the existing houses. Towards the Rochdale canal, the apartment building will increase in scale to provide a transition to the existing Canal Point / Burgess House apartment development and the scale of development proposed to the north of the canal. The apartments will be provided with lifts and accessible at each level.

The new houses and apartments will work towards meeting Manchester's low carbon targets on a fabric first basis with high levels of insulation to reduce energy consumption.

The scheme will be delivered by Great Places.



Site Analysis



Photographs of the current site



Precedent Images for Downley Drive

ANCOATS MOBILITY HUB





MANCHESTER CITY COUNCIL

PROPOSED SITES
ELIZA YARD
DOWNLEY DRIVE
ANCOATS MOBILITY HUB
ANCOATS DISPENSARY
NEW RESIDENTIAL SITES

The Mobility Hub
Eliza Yard
Manchester Life Housing
MCC Affordable Housing
Downley Drive
Ancoats Dispensary

Courtesy of Google Earth

Ancoats Mobility Hub

The Ancoats Mobility Hub is an innovative project which seeks to meet a number of neighbourhood aspirations:

- Embedding sustainable transport choices, smart logistics and other shared neighbourhood services into the heart of an emerging neighbourhood.
- Delivering on Manchester's climate, transport and clean air commitments.
- Supporting the parking and logistics requirements of the proposed eventual 1,500 new homes in the Poland Street Zone.
- Creating a shared platform that can embrace emerging solutions and technologies to enhance the quality of life and community across the wider neighbourhood.

The Ancoats Mobility Hub site is currently occupied by the low-rise, multi-tenanted Poland Street Industrial Estate and hard standing. The site is adjacent to two other existing industrial estates and Ancoats Green. Access is currently taken from Poland Street.

Priorities shaping the design of the hub include:

- Providing access, facilities and connections to sustainable modes including cycling and walking, public transport and car sharing clubs.
- Reducing vehicle numbers and activity in the neighbourhood by enabling spaces to be removed from future residential and commercial schemes and providing a hub for parcel deliveries and smart parcel lockers, with last mile deliveries via electric vehicles (EV) or cargo bikes.
- Encouraging a modal shift from petrol and diesel cars by providing EV facilities and secure cycle storage and cycle hub facilities to encourage cycling as a primary mode of transport.
- Deploying app based digital technology to help customers plan how they use transport through interactive systems to book car clubs, EV charging and cycle facilities.
- Integrating with enhanced cycling and walking routes, including the canal towpaths and the route towards New Islington Metrolink stop.

Its role within Manchester's Transport Strategy & Climate Change response:

The Ancoats Mobility Hub seeks to challenge the conventions of parking, street usage, mobility, and logistics in a city centre environment.

This responds to the community's desire to prioritise people over vehicles to enable Ancoats' historical streets to be open and used as social spaces to be enjoyed by the community.

This centralised approach avoids the proliferation of car parking and congestion caused by inefficient and fragmented freight distribution and neighbourhood servicing arrangements.

The concept was approved by Manchester City Council's Executive (November 2020) and referenced within the Council's emerging City Centre Transport Strategy (September 2020).

The design and operation of the Hub integrates into the existing fabric of Ancoats and also respond to the vision within the NDF. It will integrate with strategic transport and climate initiatives driven by the Local Authority and its partners.

The Ancoats Mobility Hub will include car parking spaces that, in the short term, can be utilised by the public, reducing the negative impact of widespread on-street parking.

In the longer term, as the neighbourhood continues to grow, it will be used by private residents living in developments across Ancoats.

Increased take-up of Electric Vehicles (EVs) will be facilitated by providing charging infrastructure where private car use is still required; secure cycle storage and cycle hub facilities will be provided to encourage cycling as a primary mode of mobility.

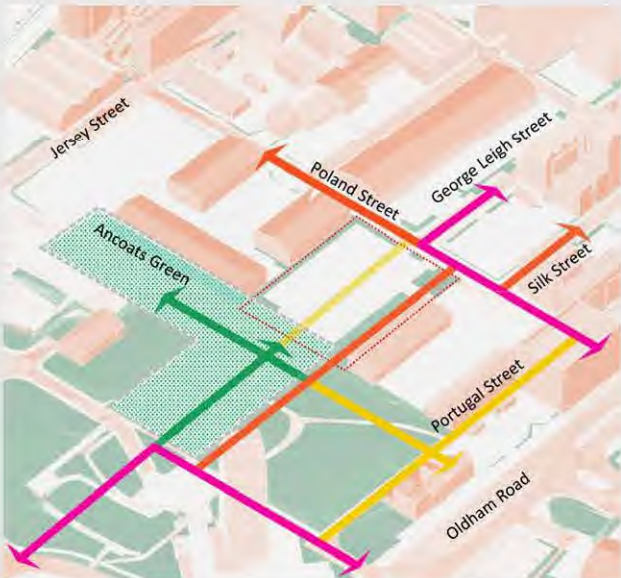
Space will be allocated to support car clubs which encourages flexible car sharing and rentals over car ownership.

A logistics hub will centralise parcel deliveries including smart parcel lockers with last mile deliveries to be serviced through EVs and e-cargo bikes.

The scheme borders the existing Ancoats Green and recognises that there is a need for any future design to allow for a positive connection into this important local green space.

Integrating the Ancoats Mobility Hub with Ancoats Green in a sensitive manner through high quality landscaping will be an important factor in achieving this.

We believe that this type of pioneering initiative in the UK will become an exemplar for neighbourhood regeneration; and a necessary platform for influencing and accelerating changes in travel behaviours as well as the delivery of local and national priorities.



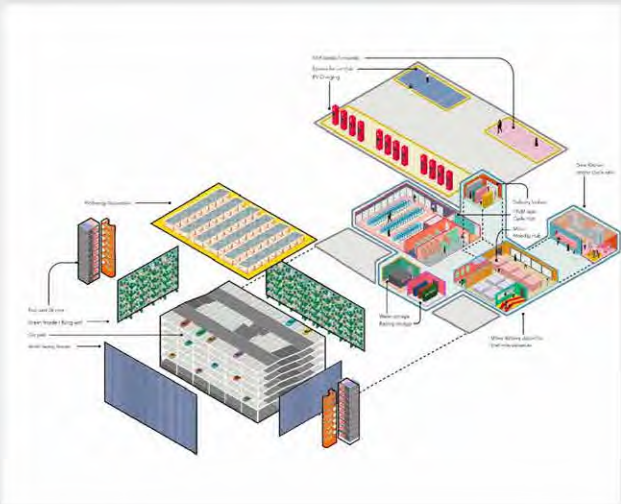
Site location



Mobility Hub vision



Mobility Hub initial concept diagram



Development of the brief





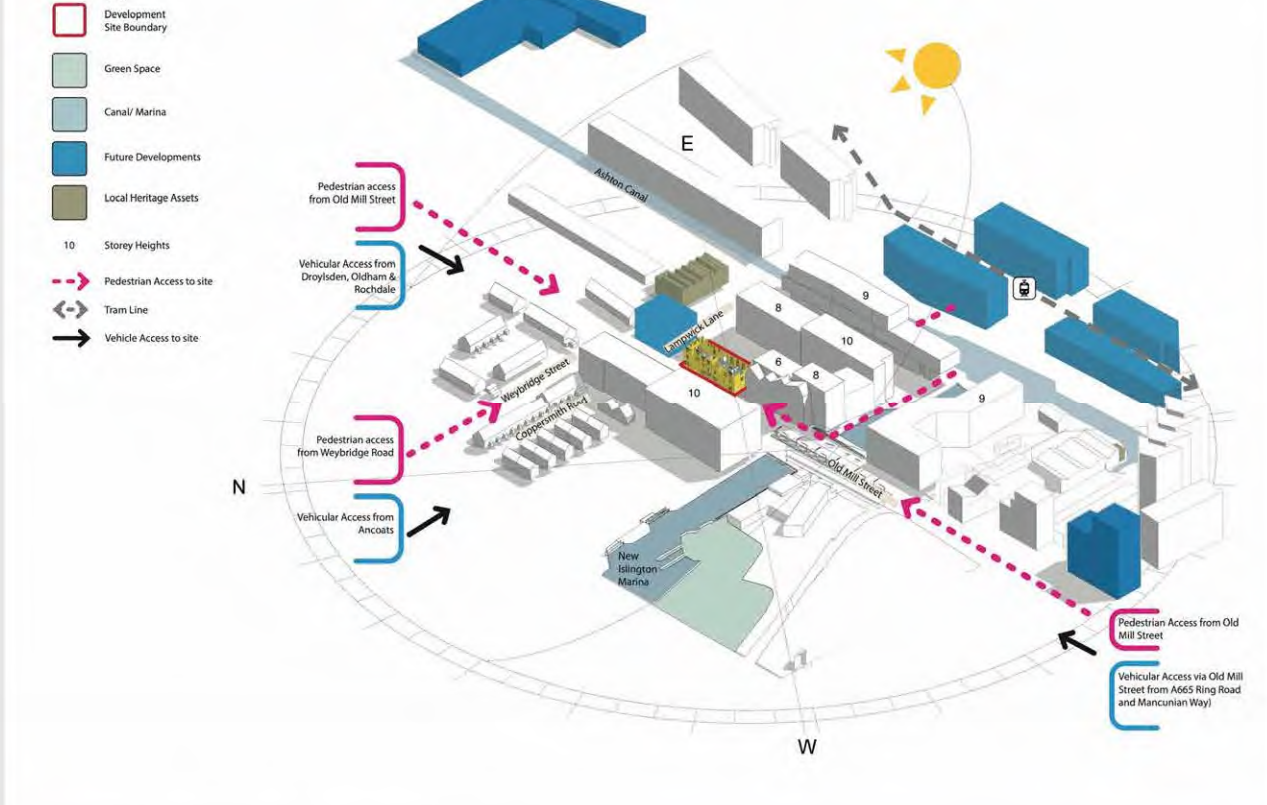
Ancoats Dispensary

Site Description

The site comprises the three storey (with basement) gothic style Grade II Listed Building, known as Ancoats Dispensary, which is located south of Old Mill Street in New Islington, Manchester. The site boundary runs to the edge of Old Mill Street and is tightly positioned around the building. Most of the small sections of remaining land surrounding the Dispensary is taken up by the scaffolding which is holding the derelict structure in place.

The scheme will comprise:

- An affordable rent scheme
- A mixture of 1 and 2 bed homes
- Delivered by Great Places, to complement the ongoing commitment Great Places has to New Islington.



Site analysis highlighting considerations, issues, and opportunities

History

Until 1820, the Manchester Infirmary was the only medical institution in the city. As Manchester's population grew it became clearer that more provision was required to meet growing demand for medical help. As such, the Ancoats Dispensary building was built in 1874, to provide basic healthcare for the local labouring population to work alongside the work of the Manchester Infirmary. It was the earliest building on what subsequently grew to become the much larger site of the Ancoats Hospital.

A drawing from 1885 shows the Ardwick and Ancoats Dispensary and Ancoats Hospital as original. The extended waiting room can be seen to the rear east side of the building as below:

Demand for its services were such that the Dispensary, now hospital, would need to expand. A new extension, the Albert Victor Pavilion, was built and opened in 1888. This can be seen on the 1893 map below:

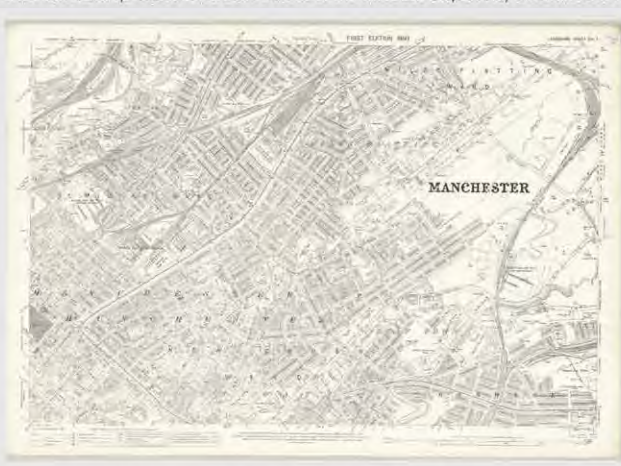
In 1900, a new, single storey Accident and Outpatients department was built to the west of the building and soon after the southern extended side of the old waiting room was demolished to make way for a larger children's ward and new nurses' home.

In 1907, Dr Alfred Barclay established Manchester's first radiology department at Ancoats Dispensary. Noted orthopaedic (bones / muscles) surgeon Sir Harry Platt set up the country's first dedicated fracture clinic here in 1917 followed by the North of England's first physiotherapy department.

The revised map below shows the extent of the Ancoats Dispensary and Ancoats Hospital in 1915



Ardwick and Ancoats Dispensary and Ancoats Hospital



OS Lancashire CIV.7 (Manchester) Surveyed: 1885 to 1890; Published: 1893.



OS Lancashire CIV.7 (Manchester) Revised: 1915; Published: 1922.

By 1935 the hospital had grown to include a new four storey ward block, two new operating theatres, new pathology and physiotherapy departments, a girls institute and nurses home, and new mortuary and laundry facilities. It was in use until 1989 when it was closed when the local NHS services were joined-up. It has been empty ever since and has become more and more derelict. The figure below shows the extent of the hospital at this time.

Post-closure

The Dispensary building lay empty and derelict for 12 years before the site was purchased for redevelopment by Urban Splash in 2001. The site has since had a long history and many owners.

Since the hospital closed, most of it has been demolished. The Ancoats Dispensary is now the last building from the Ancoats Hospital still on the site and the adjacent Lampwick development is under construction on much of the former Hospital site.

Over the years the Ancoats Dispensary has fallen into disrepair and some elements have been removed due to safety concerns. In May 2018 some brick elements were dismantled and a temporary retention scaffold was put up by Urban Splash Ltd to hold the walls in place. Further demolition works were then undertaken in September 2021 to remove the dangerous parts of the building, such as the central tower feature fronting Old Mill Street. This was put into storage at Grey Mare Lane Police Station.



1981 Ordnance Survey Map

Ultimately, all structures on the site which are not Grade II listed; including the nurses' home, ward blocks, and various other buildings, have been demolished.

In September 2018, Ancoats Dispensary Limited (ADL) took over the lease of Ancoats Dispensary from Urban Splash, initially ADL successfully secured backing from the Heritage Lottery Fund (HLF), providing £1.2million of funding to undertake immediate stabilisation works and enable it to fully develop its plans to restore the building and deliver a long-term use. This would unlock further funding.

Before getting funding confirmed from the HLF, in 2017 ADL submitted applications to MCC for the reconstruction, restoration and reconfiguration of the Ancoats Dispensary to provide a development for community use (16665/FC/2017). However, ultimately the full HLF funding was not awarded to ADL, and as the project needed this to proceed, the application was not progressed any further.

In February 2018, the ownership of the Dispensary was returned to Manchester City Council.



Picture showing building prior to demolition works



Picture showing the building with scaffolding

Significance

The main Ancoats Dispensary building was listed as Grade II in 1974 (as shown in the figure below) and has significance as the earliest and most architecturally notable building of the former hospital.

Much of the internal features no longer remain and floors have collapsed. There is little remaining architectural form or detail in these spaces, apart from the part intact spine walls and chimney flues.

An independent Heritage Appraisal of the building has been carried out by KM Heritage in November 2020.

The heritage significance of the building's elevations and interior ranges High-Medium-Low, as set out below. The heritage significance of the spaces inside the building is almost all related to their historic uses.

Areas of High Significance

The front, main elevation – based upon its architecture as well as its interest as part of the local community. As the central tower, which was the most distinctive architectural feature of the building, has been removed due to safety concerns, the front elevation has less of an architectural impact.

- The eastern side of the building – due to the level of architectural detail.
- For each floor, the central circulation space.



Ancoats Dispensary 1975, picture from KM Heritage report

Areas of Medium Significance

- The western elevation – it has some brick scarring; is much plainer than the east; and is partly hidden from the street due to the adjacent residential development which is currently under construction.
- The western half of the southern elevation – most affected by extensions and the removal of extensions over the years.
- For each floor, the corridors.
- The form of the central four rooms of ground floor level.
- The two front rooms on the upper floors.

Areas of Low Significance

- The eastern half of the south elevation is of low significance.
- Spaces in the upper floors apart from the two front rooms, central corridors and circulation space.

Summary

In summary, there is little architectural form or detail in the remaining building and the significance of the building has declined over the years as it has fallen into a state of disrepair. The building is now in a dangerous condition, as set out in more detail below, and many of the important architectural features, such as the central tower, no longer remain in situ or have been destroyed. Redevelopment of the Ancoats Dispensary is needed to ensure the further deterioration of the building doesn't impact further on its significance.



Building Condition

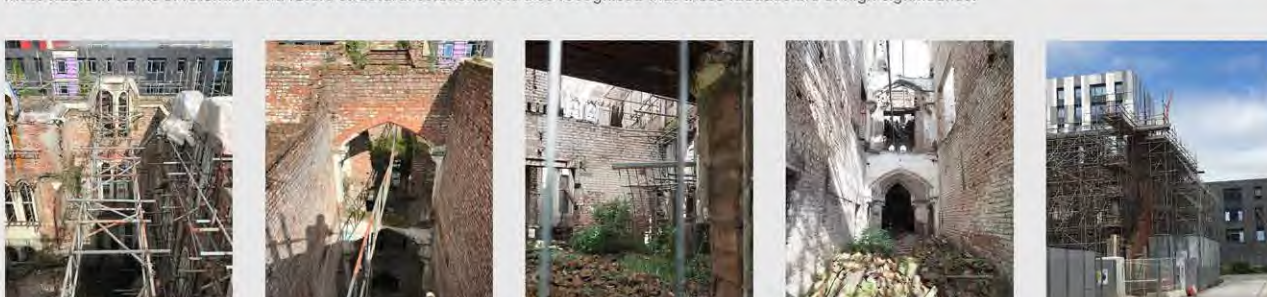
Sadly, the building is in a very poor condition. Due to the roof being removed and the building being left open to the elements, the internal floors were destroyed. Since then the condition of the walls and inside the building has worsened due to exposure to the weather elements. The building is now not safe to access inside.

A 2016, Conservation Management Plan (CMP) prepared by Purcell found that the building was derelict and the remains were mainly the internal and external load bearing walls, which are supported by scaffolding. The first and second floors have been removed and walls considered to be at risk of collapse have been reduced in height. All roof structures have been removed from the building in addition to much of the central tower.

A Condition Survey by Buttress Architects and Scott Hughes Design Engineers in January 2020 confirmed that the condition of Ancoats Dispensary is stable, but this is largely due to the complex scaffolding which is holding-up the structure.

The condition survey also confirmed the findings of the Purcell CMP. Where the historic interior survive, they are not entire (for example, only part of a staircase) and they are not salvageable. The main standing parts of the building are therefore the internal and external load-bearing walls. The condition survey concluded that the remains of the building are open to the weather and that the lack of a roof means that exposed wall tops and windows continue to allow water and plant growth to impact on the structure of the building.

In terms of short and long term stabilisation, repair, and rebuilding works, the Condition Survey concluded that the Old Mill Street and Lampwick Lane facades are the most viable in terms of retention and future structural solutions. It also recognised that these facades are of high significance.



Current building condition

Options

An Options Appraisal has been undertaken to explore a number of potential uses for the building, including: office, hotel, market residential, community / leisure, and affordable housing. It also tested what would happen if the building was left as it is. This assessment included a number of baseline assumptions:

- Retention of as much historic fabric as possible, focussing on the most significant facades.
- Construction methodology requires removal of sections of external wall to facilitate safe access.
- No scope for car parking provision.

At this stage, this appraisal has identified that affordable housing represents the only viable use because of the range of grant funding solutions which are available to schemes delivering affordable housing.

Further design work on the detailed proposals is ongoing.



Precedent images for Ancoats Dispensary





MANCHESTER
CITY COUNCIL

PROPOSED SITES
ELIZA YARD
DOWNLEY DRIVE
ANCOATS MOBILITY HUB
ANCOATS DISPENSARY
NEW RESIDENTIAL SITES



New Residential Sites

Affordable Housing - Wadeford Close

A site has been identified for Affordable Housing as shown in the image below. In the longer term, this will be delivered by Manchester City Council.

Residential Housing - Jersey Street

Plot C in Ancoats will be brought forward by Manchester Life in the future to deliver a residential development. Whilst at an early stage, it is considered that approximately between 150 and 180 units may be delivered on this site.



Red line boundary for Wadeford Close/Jersey Street Affordable Housing





Have your say

What happens next

Thank you for taking the time to engage with us on these proposals.

Our consultation on early stage proposals closed on **11 January 2021**.

All comments will be taken into account by the team as the proposals evolve.

You can still call our freephone information line ([08001 968 345](tel:08001968345)) or email consult@haveyoursay-ancotts.co.uk if you have any questions about these plans.

During the next stage of consultation, detailed proposals for each site will be presented prior to the submission of any planning applications. These are expected to take place from early 2021.

A Statement of Consultation will be submitted with each of the planning applications which will summarise the feedback received alongside responses from the Project Team.



Red line boundary for Wadeford Close/Jersey Street Affordable Housing



Appendix 6 – Correspondence with Historic England

Cowan, Andrew

From: Broadhead, Richard [REDACTED]
Sent: 19 March 2021 09:19
To: Radford, Cameron N
Cc: Cowan, Andrew; Wray, Katie
Subject: [EXT] RE: Downley Drive - Heritage Screening

Dear Cameron,

Many thanks for your email. Having had a look at the information you have provided, I do not believe that this is a site with which Historic England is likely to wish to have further involvement. This is due to the scale of the built form you have set out below, its location outside the conservation area, and the separation between the site and the II* listed mills to the south-west. We are, however, glad to note that the context of the site within the wider historic environment has been noted, and that this is intended to form part of the considerations shaping the final design of the scheme.

Kind regards,

Richard Broadhead BA(Hons) MSc
Inspector of Historic Buildings and Areas
North West Region
Historic England

[REDACTED]

[REDACTED]

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From: Radford, Cameron N [REDACTED]
Sent: 15 March 2021 09:28
To: Broadhead, Richard
Cc: Cowan, Andrew; Wray, Katie
Subject: Downley Drive - Heritage Screening

THIS IS AN EXTERNAL EMAIL: do not click any links or open any attachments unless you trust the sender and were expecting the content to be sent to you

Dear Richard,

I write on behalf of Great Places Housing Group (GP), to inform you about a new affordable housing development on Downley Drive on the edge of Manchester City Centre. We do not think HE would be a statutory consultee on the

Deloitte.

Real Estate

This report has been prepared for Great Places Housing Association and on the understanding that it will be made publicly available.

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