



Eliza Yard

Planning Statement (incorporating
Green & Blue Infrastructure Statement)

May 2021

Contents

1.	Introduction	3
2.	Economic and Regeneration Context	8
3.	Site Description	22
4.	Development Proposals	27
5.	Development Plan and Material Considerations	34
6.	Planning Assessment	41
7.	Summary	68
	Appendix A: Planning Policy Summary	69
	Appendix B: Green and Blue Infrastructure Statement	80
	Appendix C: Climate Emergency Response	83

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion.

As the world's population grows, the demand for food and other resources will increase. This will put pressure on the environment and on the world's food supply.

One way to meet this demand is to increase the amount of food that is produced. This can be done by using more land for agriculture, by using more fertilizers and pesticides, and by using more water.

Another way to meet this demand is to reduce the amount of food that is wasted. This can be done by using less food, by using food more efficiently, and by reducing food losses.

There are many ways to meet the world's growing demand for food and other resources. It is up to us to decide which way is best.

One way to decide is to look at the costs and benefits of each option. This is what we will do in the next section.

Another way to decide is to look at the values that are involved. This is what we will do in the next section.

There are many other ways to decide. It is up to us to choose the way that we think is best.

One way to choose is to look at the values that are involved. This is what we will do in the next section.

Another way to choose is to look at the costs and benefits of each option. This is what we will do in the next section.

There are many other ways to choose. It is up to us to choose the way that we think is best.

One way to choose is to look at the values that are involved. This is what we will do in the next section.

Another way to choose is to look at the costs and benefits of each option. This is what we will do in the next section.

There are many other ways to choose. It is up to us to choose the way that we think is best.

One way to choose is to look at the values that are involved. This is what we will do in the next section.

Another way to choose is to look at the costs and benefits of each option. This is what we will do in the next section.

There are many other ways to choose. It is up to us to choose the way that we think is best.

1. Introduction

- 1.1 This Planning Statement (the “Statement”) has been prepared by Deloitte LLP and submitted to Manchester City Council (MCC) by Manchester Life Development Company 2 Limited (the ‘Applicant’, hereby referred to as ‘Manchester Life’), in respect of land bounded by Poland Street to the west, Jersey Street to the south, the City Court Trading Estate to the north, and a surface car park to the east within Ancoats. This Statement incorporates a Green and Blue Infrastructure Statement as required by Manchester City Council’s Validation Checklist.
- 1.2 The Site comprises brownfield land of approximately 0.24 ha, which is currently used as a surface car park accessed from Jersey street. A full description of the Site is provided in Section 3 of this Statement, summarising its history and supportive planning context.
- 1.3 The Proposed Development comprises 118 residential units, ground floor commercial floorspace, two disabled car parking spaces, cycle parking provision, and ancillary amenity space within an 8-storey building.
- 1.4 The Proposed Development seeks the effective reuse of the Site which has been identified in various regeneration plans for over 20 years; including, most recently, the Poland Street Zone Neighbourhood Development Framework 2020 (hereby referred to as ‘the NDF’).
- 1.5 As such, the Site falls within an area and adjoining neighbourhoods, such as New Islington and Beswick, that have seen significant investment and transformation over the last 20 years. The Site is a key opportunity to build on the transformative work that has taken place to date.
- 1.6 Ancoats is now one of the most sought after neighbourhoods in Manchester and the NDF provides a strategy for the area in order to guide its positive regeneration and deliver an attractive and successful neighbourhood of choice where increasing numbers of people would choose to live, work and invest.
- 1.7 Manchester has seen unprecedented population growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. As a result, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester’s Residential Quality Guidance, within neighbourhoods of choice.
- 1.8 This Proposed Development will deliver high quality residential development in accordance with the strategic priorities of the City.
- 1.9 This Statement assess the Proposed Development against the requirements of the Development Plan and other material considerations that inform the decision-making process.

Proposed Development

Description of Development

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

Application for Full Planning Permission for demolition of existing structures and erection of a new building to create new homes (Class C3), ground floor commercial floorspace (Use Class E (a),(c),(g)(i)), and ancillary amenity space alongside car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works
- 1.11 A full description of the Proposed Development is provided in Section 4 of this Statement, and the supporting Design and Access Statement prepared by Buttress architects.

The Applicant

- 1.12 The Applicants are Manchester Life Development Company 2 Limited ("Manchester Life").
- 1.13 Manchester Life is a residential property development company supporting the sympathetic and sustainable redevelopment of Ancoats and New Islington into vibrant and inclusive communities. The multi-phased Manchester Life initiatives combines the best of public and private sector expertise to plan, finance, develop and manage a portfolio of high-quality homes that will support the emergence of East Manchester.
- 1.14 Manchester Life has delivered over 1,250 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, MLDC and their commercial tenants have won an unprecedented number of awards within two years of opening. Tenants have been identified, and leases managed closely to control opening hours and help create an attractive community for both businesses and residents, along with a vibrant daytime and evening economy.

Wider Development

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

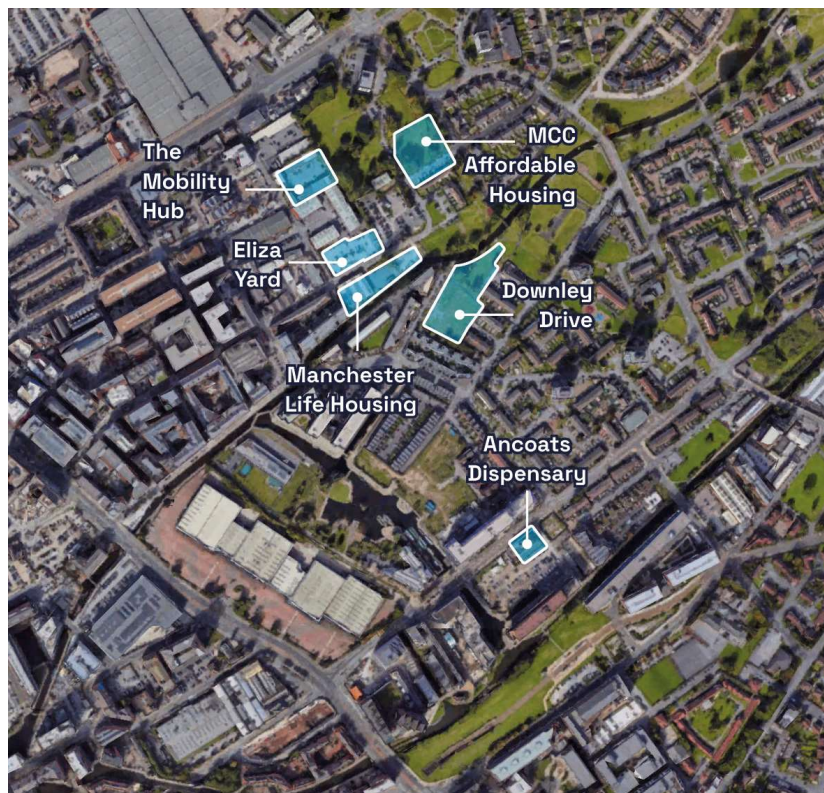


Figure 1 - Development sites as presented within the Strategic Consultation engagement exercise

- 1.16 Once developed these proposals would provide the following high level benefits with further discussion presented in Section 2:
- 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 Grade II listed Ancoats Dispensary.
- 1.17 Applications for planning permission, and where necessary, listed building consent, are being submitted concurrently for Eliza Yard, the Mobility Hub, Downley Drive and Ancoats Dispensary. With applications for the remaining two sites being submitted at a later date as their designs develop.
- 1.18 Each application is to be considered on its own merits in terms of the planning considerations, however, as they will collectively represent the next stage of development at Ancoats, a cumulative assessment has been carried out where necessary.

Pre-application Consultation

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

Phase 1: Ancoats Next Phase of Development

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

Phase 2: Detailed Application Specific Consultation

- 1.26 A second phase of consultation on more detailed plans for four of the sites (Eliza Yard, the Mobility Hub, Downley Drive and Ancoats Dispensary) took place between 7 April 2021 and 16 April 2021.

- 1.27 A leaflet drop took place in April 2021 to the same 4,600 local businesses and residents that were invited to the first phase of consultation. The dedicated website was updated to include further details on the four schemes.
- 1.28 A total of 2,129 visits were made to the consultation website during the consultation period with 1,905 unique visits. A total of 117 responses were received via the website alongside four additional emails sent direct to the organisers.

Environmental Impact Assessment (EIA) Screening

- 1.29 A formal Request for an EIA Screening Opinion was submitted to MCC on 27 January 2021 and a formal response was received from MCC on 2 March 2021. The key considerations for the Proposed Development were set out in the Screening Opinion from Manchester City Council, which also confirmed the application did not need to be supported by an EIA.

Application Documentation

- 1.30 This Application is supported by the following documentation, agreed in advance with Manchester City Council and prepared in accordance with the Local Validation Checklist:
- Planning application form and ownership certificates prepared by Deloitte Real Estate;
 - Application site plan and location plan prepared by Buttress Architects;
 - Planning application drawings prepared by Buttress Architects and Planit.ie;
 - Design and Access Statement prepared by Buttress Architects, including a schedule of accommodation;
 - Landscaping Statement prepared by Planit.ie (incorporated into Design and Access Statement);
 - Heritage Statement prepared by Buttress Architects;
 - Archaeological Desk Based Assessment prepared by Salford Archaeology;
 - Flood Risk and Drainage Strategy prepared by Curtins;
 - Environmental Standards and Energy Statement prepared by Buro Happold;
 - Sustainability Statement prepared by Buro Happold;
 - Statement of Consultation prepared by Deloitte Real Estate;
 - Noise Assessment prepared by Sandy Brown;
 - Air Quality Report prepared by Hoare Lea;
 - Ground Conditions and Land Contamination Report (including Ground Gas Assessment) prepared by E3P;
 - Ecological Assessment prepared by Tyler Grange;
 - Arboricultural Impact Assessment prepared by Tyler Grange;
 - Transport Statement prepared by Hydrock;
 - Travel Plan Framework prepared by Hydrock;

- Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects;
- Framework Construction Management Plan prepared by Manchester Life Development Company;
- Local Benefit Scheme: Statement of Intent prepared by Manchester Life Development Company;
- Crime Impact Statement prepared by Greater Manchester Police;
- Ventilation Strategy prepared by Buro Happold;
- Daylight/Sunlight Assessment prepared by GIA;
- TV Reception Survey and Broadband Connectivity Assessment prepared by Pager Power;
- Residential Management Statement prepared by Manchester Life Development Company; and,
- Financial Viability Statement prepared by Savills.

Document Structure

1.31 The remainder of this Statement is structured as follows:

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

2. Economic and Regeneration Context

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

Ancoats and New Islington: The Journey So Far

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

- 2.8 Manchester Life Development Company Ltd (Manchester Life) was established to deliver predominantly new homes in an eastward expansion of the City Centre, with the focus of investment initially being in the Ancoats and New Islington neighbourhoods, and with the ability in the medium to longer term to expand further eastwards towards the Etihad Campus.
- 2.9 Since the completion of Manchester Life's first scheme, Cotton Field Wharf, in late 2017, the pace of change in this area has been rapid. To date, Manchester Life has delivered 659 build to rent homes and 31 homes for sale and is on site with a further 565 homes across four schemes. Manchester Life's investment, including the conversion of two listed buildings, has transformed this area and cemented Ancoats and New Islington as neighbourhoods of choice. In terms of the properties that are rented, Manchester Life offer a minimum tenancy term of one year up to a maximum of three years. The initial take up has predominantly been limited to one year tenancies; however, over 80% of the tenants renewing for a subsequent term are electing to take longer tenancies up to 3 years at renewal. The average age of residents is within the 27 -34 age range with the youngest tenant aged 18 and the oldest 50 plus. The tenants represent a huge range of occupations from administrative roles, shop workers, solicitors, doctors, architects, teachers and retired downsizers.
- 2.10 Manchester Life's success alongside others means the time is right to look at the mix of housing that is appropriate for the next phase of development, including what proportions of social affordable and high value housing are needed to underpin a balanced and self-sustaining community. Manchester Life has recently entered into a Memorandum of Understanding with Great Places Housing Group to collaborate on master planning and land assembly to deliver affordable housing in a range of different ways and tenures. This will help to ensure further phases continue to play a key role in meeting the City Council's housing policy objectives, particularly around affordability.
- 2.11 A central element to the neighbourhood's success has been a strong vision for regeneration, embedded within the Ancoats and New Islington Neighbourhood Development Framework originally prepared by Manchester City Council in 2012 and updated in 2016 and 2020. This is discussed in greater detail later in this section. However, another key component is partnership working to deliver maximum benefit at both a neighbourhood and city-wide scale. This joined-up approach has been a central element to the next, emerging phase of development which the Proposed Development is a part of.
- 2.12 Three companies have come together to deliver this next phase of development: Manchester Life Development Company, Great Places Housing Group, and Manchester City Council. Between them the following six sites will be delivered, delivering substantial public benefits in addition to creating over 400 new homes across the neighbourhood.
- **Eliza Yard** – a residential development which will be delivered by Manchester Life.
 - **Ancoats Mobility Hub** – innovative neighbourhood infrastructure that seeks to challenge the conventions of parking, street usage, mobility, and logistics in a city centre environment which will be delivered and operated by a management company selected by Manchester Life Strategic Development Company Limited and Manchester City Council
 - **Downley Drive** – Affordable Housing development being delivered by Great Places.
 - **Ancoats Dispensary** – Affordable Housing development being delivered by Great Places that will facilitate the redevelopment of the Grade II Listed Ancoats Dispensary.
 - **Plot C, Ancoats** – residential development of an underutilised site fronting the Rochdale Canal which will be brought forward by Manchester Life.
 - **Affordable Housing Site** – a site that has been identified for the delivery of Affordable Housing by Manchester City Council.

- 2.13 As described earlier in this Statement, a coordinated public consultation exercise was undertaken between December 2020 and January 2021 to highlight the sites that were coming forward and to explain their combined benefits. It presented an opportunity for the community to comment on the proposals whilst at an early stage. This exercise, and the output from it, is described in fully within the Statement of Consultation prepared by Deloitte which also accompanies this application.
- 2.14 This phase of development will deliver a complementary set of developments that will further diversify and add considerable value to the offer within Ancoats and New Islington. It is considered that the following **collective benefits** will be delivered by the developments coming forward:

Social Benefits

-  Delivery of new homes, including Affordable Housing, increasing the range of housing options locally.
-  Bringing activity and vitality to the area, supporting the creation of inclusive routes and connections through the neighbourhood.
-  Increasing natural surveillance within the neighbourhood improving safety and security in the area both during the day and at night.
-  New commercial units providing opportunities for commercial, social, and community uses.
-  Reduced vehicle movements across Ancoats as a neighbourhood due to centralised parking facilities at the Ancoats Mobility Hub.
-  Facilitating the rejuvenation of the Ancoats Dispensary, a cultural landmark with significant local importance to the neighbourhood as well as the wider city of Manchester.

Economic Benefits

-  Creation of jobs through the construction and operational phases of the development, including further indirect employment within the supply chain.
-  Further job creation and additional economic benefits through the operation of commercial units. The Applicant estimates that 70 full time equivalent jobs will be created when the Proposed Development is operation.
-  Delivery of new homes and commercial units thus providing Council Tax and Business Rates receipts to MCC in perpetuity.
-  Facilitating the development of vacant and/or underutilised parcels of land across the neighbourhood.
-  Increasingly the residential population within the neighbourhood, with a subsequent increase in spending within the local and city centre economy.

Environmental Benefits

-  Sustainable reuse of underutilised brownfield land and an 'at risk' Grade II listed building.
-  Securing the beneficial, long-term re-use of the Ancoats Dispensary and allowing the architectural and heritage significance to be fully appreciated, whilst removing the risk of further deterioration to this Grade II Listed Building, and the risk to public safety.
-  Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.
-  Offering the potential to centralise delivery services across Ancoats within a single hub rather than multiple deliveries going to individual buildings. Last-mile delivery could be via electric vehicle and e-cargo bike.
- 

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



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



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

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

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

Economic Context

Introduction

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

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

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

2.20 Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit and do business. In 2018, Manchester's GVA per head of resident population was £41,177, compared to £28,729 for the UK average, and is an increase from £37,634 in 2016.²

2.21 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high-quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.

2.22 Finally, the Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

¹ MCC (2020) State of the City Report 2020

² Manchester City Council, State of the City Report 2020

Manchester – A Growing City

- 2.23 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe’s most exciting and dynamic cities. Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation’s leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 2.24 With a current estimated population of 552,8583 Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.
- 2.25 The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of over £66.45 billion, accounts for around two fifth of the North West’s economic output⁴. In 2017, almost one third of the £65.5 billion of GVA generated in Greater Manchester was produced in the City of Manchester.⁵ The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour’s commute of the City. There is an access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.
- 2.26 Manchester’s enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester’s economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.
- 2.27 Manchester is one of the fastest growing cities in Europe. Employment growth of 9.9% is forecast for Greater Manchester between 2016 to 2036. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase with a 41.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.7% per year, increasing to over £88.4 billion by 2036.⁶

Encouraging the growth of a dynamic private sector

- 2.28 With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London.⁷
- 2.29 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester’s existing business base ensures that it is in prime position to

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

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

⁵ Office for National Statistics, *ibid*.

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

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

attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.

- 2.30 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for example. In addition, the North West is headquarters to tech companies including boohoo, Booking.com, AO.com as well as privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester⁸.

Mobile and Skilled Workforce

- 2.31 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City⁹. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.¹⁰
- 2.32 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

National, Regional and City Region Connectivity

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

Residential supply and demand

- 2.36 Manchester's ongoing economic and population growth will continue to drive the need for new high-quality residential accommodation across a range of tenures. Indeed, the provision of new housing, which supports the attraction and retention of talent, which has helped fuel that growth.
- 2.37 As reported in Deloitte's most recent Manchester Crane Survey, the number of new units under construction within central Manchester during 2020 was 12,322. This figure was broadly comparable with data from 2019 (12,178) and, whilst down on figures from 2018 (14,480), still demonstrate a consistent level of delivery within the city centre. Importantly, 4,698 units started on-site in 2020 representing a 45% increase on 2019 figures showing continued confidence in the residential market despite the pressures of Covid-19. Therefore,

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

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

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

delivery in 2021 and beyond will continue to address the chronic levels of undersupply that were experienced for many years following the economic downturn in 2008.¹¹

- 2.38 The growing strength of the residential market is underpinned by the City's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the City Centre support the lifestyle aspirations and focused growth on City Centre living. In particular, the city-centre's position as a focal point for office-based job opportunities underpins its strength as a place to live.
- 2.39 Despite a turbulent market in 2020, the amount of office space that has been pre-let remains at 36% of total volume of floorspace currently under construction.¹² The growth and constraint on office space availability is driven by some significant pre-lets in both Salford and Manchester. The amount of pre-let office occupiers demonstrates a resilient Manchester market, despite the effects of Covid-19.
- 2.40 Businesses need staff to support continual growth and there needs to be confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation. Manchester therefore must continue to provide quality accommodation to support the talent pool that is attracted to the City, including graduates and young professionals, whilst noting that the desire to buy or rent City Centre apartment is not limited to young professionals. Increasingly, single person households and retirees downsizing and moving back from the suburbs are also fuelling demand.¹³ This is as a result of more people opting to live closer to where they work and socialise benefitting from the wide offering within the city-centre as part of a global move back to downtown living. Current Council Tax data is a useful indicator of residential occupancy and, with empty properties amounting to just 0.65% of total stock in Manchester¹⁴, strong demand for city centre living remains evident.
- 2.41 A prevalent trend in the City Centre's residential market is the delivery of Build to Rent accommodation. Due to the city centre's continued attraction to young professionals, it is considered that this tenure will continue to be important within a more general mix of residential choice within the city. This reflects the trend towards this type of tenure both in Manchester and nationally. It is a form of development that can assist in both dealing with supply issues as well as raising the bar around quality management, maintenance, and flexibility.
- 2.42 However, equally, there is also a need for high quality 'market sales / For-Sale' accommodation which caters for families, young professionals, and professional couples who are looking to maintain the benefits of city-centre living whilst getting a foothold on the property market. The Deloitte Crane Survey¹⁵ notes that the 'For-Sale' market remains relatively strong with 3,639 of the homes under construction due to be sold to owner occupiers.
- 2.43 Given Ancoats and New Islington's strategic location, it is geographically well-placed to play a significant role in satisfying this demand for new dwellings to support population and economic growth. The neighbourhood setting offers many of the ingredients sought by residents in terms of location, scale, accessibility to public transport and employment. Whilst practically self-sufficient as a neighbourhood in terms of its offer to residents, it is also a short walk from NOMA, the Northern Quarter, Deansgate, Etihad Campus, and Piccadilly Basin which provide further cultural, leisure, retail and arts facilities.

Impact of COVID-19

- 2.44 The anticipated opening year for the development of 2023 is beyond the point when the Bank of England expects the economy to have recovered from the impact of COVID-19. The recovery in GDP is projected to

¹¹ Deloitte, Manchester Crane Survey 2021.

¹² Ibid

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

¹⁴ Manchester City Council – Monthly Economic Update – December 2020

¹⁵ Deloitte, Manchester Crane Survey 2021

reach its 2019 Q4 level by 2022 Q1. Household spending and GDP are expected to pick up once restrictions loosen, and the impact of the vaccine begins to take effect.¹⁶

- 2.45 The next phase of development at Ancoats will be a timely and important development for the city to support economic recovery and growth. As part of the Government’s ambition to ‘level up’ the economy, which has been accelerated by COVID-19, there is a surge of demand to relocate Government Departments away from London to cities elsewhere in the UK such as Manchester.
- 2.46 In conclusion, the provision of high-quality residential dwellings is needed to support Manchester’s growing priority sectors. New supply is needed in order to maintain current growth patterns to meet forecasted levels of population growth.

Strategic Context

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

- 2.47 The Greater Manchester Strategy sets a vision “to make Greater Manchester one of the best places in the world to grow up, get on, and grow old”. The strategy sets out ten priorities to achieve the vision for Greater Manchester:
- Priority 1: Children starting school ready to learn
 - Priority 2: Young people equipped for life
 - Priority 3: Good jobs, with opportunities for people to progress and develop
 - Priority 4: A thriving and productive economy in all parts of Greater Manchester
 - Priority 5: World-class connectivity that keeps Greater Manchester moving
 - Priority 6: Safe, decent and affordable housing
 - Priority 7: A green city-region and a high-quality culture and leisure offer for all
 - Priority 8: Safer and stronger communities
 - Priority 9: Healthy lives, with quality care available for those that need it
 - Priority 10: An age-friendly city-region

Our Manchester Strategy – Forward to 2025

- 2.48 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the City will:
- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - Possess highly skilled, enterprising and industrious people;
 - Be connected, internationally and within the UK;

¹⁶ Bank of England (February 2021) Monetary Policy Report

- Play its full part in limiting the impacts of climate change;
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - Be clean, attractive, culturally rich, outward-looking and welcoming.
- 2.49 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.
- 2.50 The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities.

Manchester's Green and Blue Infrastructure Strategy (2015)

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

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

- 2.54 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 2.55 The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality.
- 2.56 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.
- 2.57 The key commitments are as follows:
 - To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;

- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as “likely” to maintain global temperature change within 2°C as agreed in the Paris Agreement;
- To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.

- 2.58 On 13th March 2019, Manchester City Council fully endorsed the draft Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to being a zero carbon city by 2038. Building from this, on 10 July 2019, Manchester City Council debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester’s future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City’s target of becoming zero-carbon by 2038 in mind.
- 2.59 Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a ‘circular economy’, in which sustainable and renewable materials are reused and recycled as much as possible.
- 2.60 Following this commitment, the Council’s Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO₂ savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council’s direct CO₂ emissions reduce by 54.7% between 2009/10 and 2019/20.

Affordable Housing

- 2.61 September 2019 the Council’s Executive Committee received a report entitled Delivering Manchester’s Affordable Homes to 2025. This report provides an update on progress against the policy ideas contained in the Affordable Housing Report considered by the Executive in December 2018 which considered the demand for and supply of Affordable Homes in the City. It also provided further details of how the Council and its partners will deliver a minimum of 6,400 Affordable Homes from April 2015 to March 2025.
- 2.62 It notes that the starting point for development should be to deliver a policy compliant provision of 20% Affordable Housing however, this is subject to viability. Where proposals do not include 20% Affordable Housing, they will need to include a viability appraisal that will be robustly tested and analysed by MCC and an independent surveyor.
- 2.63 The NPPF and NPPG provides the framework for the Council to mitigate the effects of conducting upfront viability assessments, based on scheme estimates, with a reconciliation appraisal based on actual performance of the scheme.
- 2.64 In March 2020 the Council’s Executive received an additional report on the delivery of new affordable homes which built on the previous report considered by the Executive in September 2019. The report proposed two main streams of delivery for affordable homes in the city. The first is to ensure that the existing delivery platform established with Registered Providers is continues. The second delivery platform was a new approach involving the creation of a Local Housing Development Management company that will provide direct delivery options utilising City Council land assets.
- 2.65 In June 2020 the Council’s Executive Committee received a report entitled Housing Delivery Company which outlined plans for the creation of a Housing Development and Management company. This proposed vehicle would provide direct delivery options for a range of new affordable homes utilising City Council land assets.

City Centre Transport Strategy (2021)

- 2.66 A Draft City Transport Strategy to 2040 was published for consultation in October 2020 covering both central Manchester and Salford. The City Centre Transport Strategy was the subject of a focused 'listening' exercise in summer 2018 and targeted engagement during winter 2019/2020. The final version of the City Centre Transport Strategy was endorsed by Manchester City Council's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 2.67 The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live in and visit. In order to achieve this, seven ambitions are set out:
- Ambition 1: Walking is the main way of getting around the city centre
 - Ambition 2: The city centre is cleaner and less congested
 - Ambition 3: more people choose to cycle to destinations within the city centre
 - Ambition 4: The city centre benefits from better public transport connections
 - Ambition 5: Parking in the city centre is smarter and integrated with other modes
 - Ambition 6: Goods are moved and delivered sustainably and efficiently into and within the city centre
 - Ambition 7: Innovation is embraced where it benefits the city centre and its users.
- 2.68 The strategy proposals several strategic interventions within the Ancoats area, some of which are subject to funding and business case. These include:
- Upgrades to the Rochdale Canal towpath – improving the quality of the existing provision.
 - Delivery of the Ancoats Mobility Hub – which is proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives.
 - Northern and Eastern Gateway Bee Network – delivering new and enhanced city-centre cycling infrastructure.

Regeneration Context

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

Manchester City Centre Strategic Plan (2017)

- 2.70 Manchester City Centre has changed dramatically over the past 15 years and is now one of the most dynamic centres in Europe. To capture the pace and scale of change and to reinforce the strategic direction for City Centre as a whole, the City Council produced the City Centre Strategic Plan.
- 2.71 The City Centre Strategic Plan was adopted in 2016 and identifies key priorities for the City Centre's ongoing regeneration.

- 2.72 The Plan acknowledges the pivotal role that residential development in edge of city centre neighbourhoods including Ancoats and New Islington will continue to play in achieving growth in the City Centre. Key to this growth is to create an environment and deliver infrastructure that will encourage people to live and work in a central location.
- 2.73 The Plan recognises the opportunities that the growing community in Ancoats and New Islington present and the key priorities for the Northern Quarter area include exploring options to develop connections to Ancoats/New Islington and New Cross.

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

- 2.74 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 as a formal regeneration framework. The 2016 NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Poland Street Zone as described within the 2016 NDF.
- 2.75 The neighbourhood also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG. In addition, substantial development has taken place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.
- 2.76 In addition, there is a major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point with early developer interest crystallising through developments including Crusader Mill which is being delivered by Capital and Centric, Capital and Centric are also developing the Leonardo Hotel in Piccadilly East which is currently under construction and Oxygen which is being delivered by the Property Alliance Group.
- 2.77 The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Field Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.
- 2.78 These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.
- 2.79 In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, which further refined the development principles for the Poland Street Zone.

Adherence to the Ancoats and New Islington NDF

- 2.80 At its heart, the NDF supports the development of residential development within the framework area and therefore the Proposed Development is in line with its overarching vision. The Site falls within the Poland Street Zone where residential development will be supported.
- 2.81 Specific consideration of how the proposals perform against development and urban design principles within the 2020 NDF is provided within Appendix A of this Statement.

Contribution to the Economic, Planning, Regeneration and Environmental Context

- 2.82 The Proposed Development will make a substantial contribution towards economic, planning, regeneration and environmental objectives set by Manchester City Council. These include:
- In order for Manchester's economic growth, and recovery from Covid-19, to continue it is clear that there is a need for more housing to be delivered in Manchester City Centre. This in turn gives confidence to businesses to locate and expand within the city-centre in the knowledge that there will be a reliable pipeline of accommodation for future staff. In addition, the Proposed Development will create direct economic benefits through taxation receipts and future resident spend in the local economy.
 - The Proposed Development forms part of a wider phase of development across Ancoats and New Islington which will deliver a combined and diverse range of benefits. The Proposed Development is highly complementary to the other proposals within this phase of development, delivering high quality 'market sale' accommodation which will likely appeal to purchases looking to get a foothold on the property ladder whilst benefitting from the employment, leisure, and retail offer within the City Centre.
 - The Proposed Development delivers against the ambitions of the Ancoats and New Islington NDF by delivering a residential development in a form that responds to the development and urban design principles within the framework.
 - The Proposed Development only accommodates two on-site car disabled car parking spaces alongside cycle parking spaces for residents, supporting several ambitions within the recently adopted City Centre Transport Strategy. Parking provision equating to 30% for the Site will be provided at the neighbouring Mobility Hub development.
 - Will deliver residential development in a highly sustainable location within the edge of city centre area, Ancoats. The Proposed Development has strong sustainability credentials including the provision of significant amounts of renewable energy technology and well-performing strategy base predicated on a fabric-first approach and an all-electric system that benefits from the rapidly decarbonising National Grid. The Proposed Development supports Manchester City Council's Climate Change aspirations and objectives.

Playing our Full Part on Climate Change

- 2.83 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 2.84 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as “likely” to maintain global temperature change within 2°C as agreed in the Paris Agreement;
- To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.

- 2.85 The Manchester Zero Carbon Framework has been developed and sets out the City’s overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. The Framework was approved by the Council’s Executive Committee in March 2020.
- 2.86 Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a ‘circular economy’, in which sustainable and renewable materials are reused and recycled as much as possible.
- 2.87 The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester’s Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester’s air quality.
- 2.88 On 10 July 2019, Manchester City Council debated a motion to declare a climate emergency, declaring that climate change is a serious risk to Manchester’s future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City’s target of becoming zero-carbon by 2038 in mind.

3. Site Description

- 3.1 This Chapter includes a description of the Site, its context of the surrounding area and the Site's suitability for the Proposed Development.
- 3.2 The Site is vacant, most recently used as a low-quality surface car park for use by contactors, and comprises predominantly hard standing with areas of scrub and ephemeral/short perennial planting.
- 3.3 To the south east corner of the Site, is a former bridge structure supporting the road to the south. The Site is secured by metal fencing along Jersey Street and the eastern boundary with a brick wall to the west.
- 3.4 The Site measures approximately 0.24ha and is bound by Poland Street to the west, Jersey Street to the south, the City Court Trading Estate to the north, and a surface car park to the east.
- 3.5 The Site is situated within Ancoats and Beswick Ward.
- 3.6 The Site is located entirely within the Ancoats Conservation Area and the Ancoats and New Islington Neighbourhood Development Framework ('NDF') area.

Planning History

- 3.7 The planning history for the Site has been reviewed and there is nothing of relevance to the Proposed Development. A list of cumulative developments has been provided to all consultants to increase consistency between technical reports and their methodology for assessment, as necessary.

Surrounding Uses

- 3.8 As noted in detail in Section 2, the Site has been included within various Frameworks associated with the regeneration of Ancoats and New Islington. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework, which was originally endorsed by Manchester City Council in October 2014.
- 3.9 As recognised within the Poland Street NDF, the majority of the new development to date has been in the 'Front of Ancoats' centred on Cutting Room Square and in New Islington, with the area beyond seeing very little new development. It responds to the fact that the Poland Street Zone is one of the next key areas of regeneration highlighted in planning guidance.
- 3.10 Ancoats generally comprises medium and high-density residential schemes; including both new build developments and mill conversions for residential use and occasional ground floor commercial floorspace.
- 3.11 To the north, south and west of the Site there are low rise industrial units and to the east of the Site is a low-quality surface car park. Further to the south west of the Site there are offices and residential properties. An area of amenity grassland, known as Ancoats Green, is located 0.1km to the north west of the Site.
- 3.12 The City Court Industrial Estate immediately adjacent to the Site is currently being marketed by agents, noting its long-term development potential for residential use. It is understood that this Site is under offer from a potential purchaser.

Environmental Designations

- 3.13 The remaining parts of this section sets out the current considerations of the Site including access and transport, flood risk, air quality, ecology, heritage and ground conditions. The proposals in relation to this

context are set out in detail in Section 6 of this Statement to summarise how the proposals accord with material considerations in light of the site conditions.

Flood Risk

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

Air Quality

- 3.17 The Site is not located within an Air Quality Management Area. The nearest Air Quality Management Area is located approximately 150m to the north along Oldham Road and covers roads that would be used by the Proposed Development traffic. As a result, the screening assessment for the Air Quality Assessment has been undertaken with reference to the more stringent indicative criteria within the Environmental Protection UK and Institute of Air Quality Management guidance.
- 3.18 The Proposed Development's impact on air quality is summarised in Section 6 of this Statement and provided in full within the Air Quality Assessment, prepared by Hoare Lea, and submitted with this Application.

Ecology

- 3.19 The land surrounding the Site is heavily urbanised with an area of amenity grassland to the north west of the Site known as Ancoats Green. Rochdale Canal is located 0.1 km to the south of the Site.
- 3.20 No statutory designated sites are located within or adjacent to the Site. The following statutory and non-statutory designations have been considered within the Ecological Impact Assessment prepared by Tyler Grange:
 - Rochdale Canal (SAC) is located 4.3 km north east of the Site.
 - Rochdale Canal: Stott's Lane – Ducie Street Basin SBI is located 0.5 km north east of the Site.
 - Ashton Canal (West) SBI is located 0.5 km south east of the Site.
 - The Site falls within the SSSI risk zone for Rochdale Canal SSSI, Hollinwood Branch Canal and Huddersfield Narrow Canal.

Heritage

- 3.21 The Site is located within the Ancoats Conservation Area; however, the built environment quality is degraded in this part of the conservation area. Within 250m of the Site Boundary, there are 8 listed buildings or structures as follows:
 - Beehive Mill – Grade II* (List Entry Number: 1291735)
 - Doubling Mill Fireproof Mill – Grade II* (List Entry Number: 1270855)

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

3.22 The Site was developed initially in the late 18th Century, when a small number of workers’ houses were erected on the Site. Any surviving foundations of these buildings would be of local archaeological interest and may merit further investigation. There is no potential for the Site to contain any archaeological remains earlier than the late 18th Century, and the Site does not contain any designated heritage assets.

3.23 The Proposed Development’s impact on these identified heritage assets and methods to record below ground remains are summarised in Section 6 of this Statement and provided in full within the Heritage Assessment and Archaeological Assessment, prepared by Buttress Architects and Salford Archaeology respectively, and submitted with this Application.

Ground Conditions

3.24 The Site is within an area of Manchester with an extensive industrial heritage and the Site itself has been occupied by a wharf, a corporation yard, a factory, a timber yard and a number of smaller industrial units. A canal branch was also present along the northern boundary historically, but this has since been infilled.

Access and Transport

3.25 The Site is in a highly accessible and sustainable location with a variety of multi-modal public transport connections.

3.26 A full audit of the Site’s connectivity by all modes of transport is provided in the Transport Statement prepared by Hydrock and the main points from this assessment are provided in the subheadings below.

Pedestrian

3.27 The local highway network provides continuous footways on both sides of Poland Street, Jersey Street, the A62 Oldham Road and all other sections of the highway network in the vicinity of the Site and further afield, providing safe and convenient pedestrian movements.

3.28 To the south of the site, as well as within the wider area, there is access to the canal paths and footbridges, providing excellent connections to public transport services, such as the New Islington Metrolink stop.

3.29 The Site is located within short walking distance of public transport facilities and numerous local amenities, including a supermarket, doctors’ surgery, public houses, several places of worship, primary schools and other educational institutions, cafes, restaurants, shops, leisure centres and places of recreational activity such as Ancoats Green and the New Islington Marina.

Cycling

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

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

Metrolink

- 3.34 The nearest tram stop to the Site is New Islington, approximately 900m away. Holt Town Metrolink stop is c. 1.2km to the south east of the Site. In addition, Market Street and Shudehill Metrolink stops are located within 1km of the Site.
- 3.35 The New Islington Metrolink stop offers frequent services (every 6 minutes) to Ashton-under-Lyne, Media City UK and Eccles. Further interchange opportunities are available from Manchester city centre to a wide range of destinations on all lines of the network as well as other modes of sustainable transport.

Rail

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

Bus

- 3.40 The Site benefits from a high number of bus stops located within 800m, with the closest located on the A62 Oldham Street, approximately 250m north of the Site. The local buses run at a high frequency to a variety of destinations. The early start times and the availability of services in the peak hours are conducive to commuters travelling to and from the Site.
- 3.41 Further afield, Piccadilly Gardens (a 15 minute walk / 1.1 km from the Site) is the main bus interchange in Manchester alongside Shudehill Interchange (a 15 minute walk / 1.1 km from the Site) where both bus and coach services can be reached.

Car

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

Summary

- 3.45 The Site is in a strategically important position. It is extremely well connected through public transport links, sustainable modes of transport and private vehicles. The Site is in close proximity to a number of city centre facilities including places of work, retail, cultural and leisure uses. Manchester airport is also easily accessible from the Site. These features make the Site well placed for the proposed residential use.

4. Development Proposals

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

Design Principles

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

Proposed Development

- 4.5 The Proposed Development is for the redevelopment of a surface car park and erection of a residential building with ground floor commercial use.
- 4.6 The description of the development as stated in the Planning Application Form is as follows:

“Application for Full Planning Permission for demolition of existing structures and erection of a new building to create new homes (Class C3), ground floor commercial floorspace (Use Class E (a),(c),(g)(i)), and ancillary amenity space alongside car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works”

Use and Amount

- 4.7 The Proposed Development will provide 118 residential units and 581.87 sq. m. of commercial floorspace. The proposed floorspace figures and associated use classes are set out in detail in Table 4.1.

Table 4.1: Proposed Development Parameters

Proposed Development	Anticipated Development Parameters
Proposed Site Area	Approximately 0.24 ha
Proposed Development	Development of land bounded by Poland Street to the west and Jersey Street to the south to deliver 118 residential units, ground floor commercial floorspace, and ancillary amenity space within an 8 storey building, cycle and car parking, hard and soft landscaping, access and servicing and other associated works.
Proposed Residential (Use Class C3) (approximate)	118 residential units
Commercial Floorspace (approximate)	583 sq. m (gross) commercial floorspace within Use Classes E (a), (c) and (g)(i).
Parking Strategy	2 disabled parking bays with EV charging points and 1 loading bay (30% parking provision will be made available at the Mobility Hub). 118 secure cycle spaces.
Maximum Heights	Up to a maximum of 8 storeys (including ground)

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

Site Layout

- 4.9 The Design and Access Statement sets out the contextual analysis, and the analysis of the Development and Design principles provided in the endorsed Neighbourhood Development Framework, that have been taken into account in the evolution of the proposals.
- 4.10 The proposed layout for the scheme has carefully considered the historic form, as well as the change in topography along Jersey Street.
- 4.11 The ground floor commercial floorspace is located along the frontages to provide active frontages on Poland Street and Jersey Street. A larger floor to ceiling height has been incorporated for the communal and

commercial areas with large glazing fronting onto Jersey Street. This will help activate the ground floor and increase passive surveillance of the surrounding streets.

- 4.12 A number of different apartment types have been developed to cater for a wide variety of occupants. In light of the COVID-19 pandemic the apartments have been developed to allow sufficient space to accommodate dining room tables, so residents have space to work from home.
- 4.13 The provision of either inset balconies, Juliet balconies or terraces has also been provided to all apartments to create a connection between inside and outside, improving both the mental and physical wellbeing of the occupier. Additionally, generous floor to ceiling heights have been included within the apartments in order to give a sense of openness to the occupier.

Scale and Massing

- 4.14 The scale and massing of the Proposed Development has been informed by the surrounding existing and development context as well as the illustrative spatial masterplan within the NDF, staying within the proposed eight storey datum.
- 4.15 The building form and mass has been carefully considered to compliment the surrounding uses in the short and long term as more of the wider masterplan is delivered. The proposed massing helps “Repair and Reinvent” the Urban Fabric and Street Grid within the Poland Street Zone, noting that this is a prominent gap-site at a key junction within the neighbourhood. A strong approach to block-based urbanism is proposed; whilst the form and scale of the building is varied to create a legible new structure. The building is therefore arranged into three legible parts, rather than one large block.
- 4.16 The architect has considered a number of key moves have been considered by the architects to refine the massing of the Proposed Development as presented in this application. These include allowing space for future public realm connectivity and a landscaped courtyard to define the form. Further detailing to the massing has been achieved through setting back the ‘central’ block from the street, further set-backs to duplex apartments in the ‘central’ block, and a number of inset corner balconies.

Materiality and Appearance

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

Key influences on elevational design

- 4.18 The site is located at the threshold between the Front and Back of Ancoats, an area that is synonymous with the manufacture of glass; where companies such as Molineaux Webb, Percival Vickers and Burtles Tate could once be found. Historically, decorative flint and coloured glass was cut, moulded, and engraved to form patterned pieces of glass work as seen below.
- 4.19 The architect proposes to use two principal materials to define the form and arrangement of the building - two connected brick gable blocks and a central link building featuring terracotta rainscreen. The change in material helps express this arrangement and brings a clarity and identity to the building form.
- 4.20 The proposed apartment building creates a strong visual marker on the junction of Jersey Street and Poland Street. The ground floor has been designed to have a larger floor to ceiling height for the communal and commercial areas with large expanses of glazing fronting onto Jersey Street. These large apertures will help activate the ground floor and increase passive surveillance of the surrounding streets. Upper floors have been given over to apartments, again adopting a generous floor to ceiling height to give a sense of openness to the occupier.

- 4.21 The two brick gable blocks have been designed with a consistent arrangement of vertical format windows. The fenestration responds to the interior function, with larger windows for spaces that require more light and narrower windows for circulation and bedrooms. The building is designed as a contemporary new addition to Ancoats with connected reference to the industrial heritage of the area. Repeating bays create a visual rhythm on the facade, echoing nearby industrial buildings.



Material Palette

- 4.22 The Proposed Development has sought to balance the needs of a contemporary building in a highly desirable area of the city centre with consideration for the heritage context both in terms of the material palette used and the form and articulation of the building.
- 4.23 The proposed materials palette for the building consists of:
- Variegated red/blue traditional brickwork for the two gable blocks. The darker bricks reflects that of the surrounding mills and former industrial buildings whilst bringing a new contemporary feel to the proposal.
 - A contrasting green profiled terracotta rainscreen is proposed in the central section of the building. This pays tribute to the former glass works that would have been found in the area
 - Slimline, high quality aluminium windows proposed
 - Grey metalwork with blue hues is proposed to help tie the colours found in the brickwork and terracotta tiles together.
 - Laser cut security screen and glass manifestations are also proposed at ground floor, creating an interpretation of historic character and continuing the facade narrative where there is more visibility
- 4.24 Further detail is provided on the two principle elements in the design – the brickwork and the terracotta rainscreen.

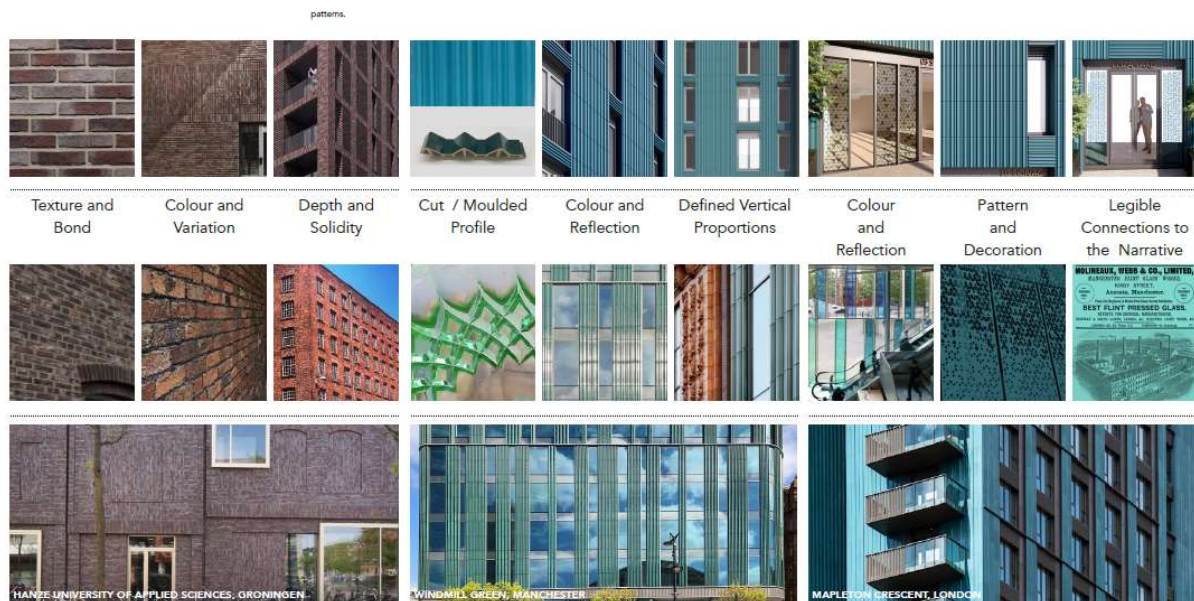
Brickwork

- 4.25 Dark variegated red/blue traditional brickwork is proposed for the main body of the building. The darker bricks reflects that of the surrounding former industrial buildings whilst bringing a new contemporary feel to the proposal.

- 4.26 Strategic locations of horizontal protruding brickwork will be used to create an order to the façade, which is carried down to ground floor, the rigour of which is reminiscent of the historic industrial buildings found nearby. This will be further complimented by using large window openings with deep window reveals.

Terracotta

- 4.27 To reinforce the legibility of the different parts, the central link portion is proposed with a different material – a terracotta rainscreen facade. Articulated and set back from the line of the two gable blocks, glazed terracotta is proposed to visually express this central portion. The profile appearance will be triangulated in reference to their cut glass patterns.
- 4.28 As described above, the area is synonymous with the manufacture of glass who all created decorative flint and coloured glass, cut, moulded, and engraved. The glazed terracotta to the ‘link’ element of the building visually expresses the central frontage and the profiled appearance is triangulated in reference to cut glass patterns.
- 4.29 A detailed bay study has been provided within the Design and Access Statement which provides clarity on fixtures for the terracotta rainscreen and explains how it ties into other areas of the façade. This bay study particularly focuses on how the terracotta interacts with the window design in the elevation, noting this an area of focus from Manchester City Council.



Public realm and landscaping

- 4.30 The Proposed Development will incorporate three principles elements within its public realm and landscaping design:
- Improvements to pavements around the Site and incorporation of street trees where possible.
 - A private, residents courtyard area providing communal space for residents
 - A managed landscaped area of amenity grassland at the building’s north-eastern boundary.
- 4.31 It is important to note that an overarching public realm strategy is being progressed by MCC to cover the Poland Street Zone and deliver the aspirations of the NDF. This is currently at an early stage of development and there is no timeline for when this will be completed. Manchester Life have been in close dialogue with MCC to understand the latest position as this develops.

- 4.32 This level of uncertainty about when permanent public realm works will come forward has influenced the landscaping design approach. As noted above, managed amenity grassland will be provided at the Site's north-eastern boundary. Access to this space will be managed via a secured entrance and ramp off Jersey Street. It is not possible to have this part of the Site available as publicly accessible open space due to security concerns. However, when the permanent public realms are progressed by MCC it is likely that this area will form part of a wider route through Ancoats connecting Ancoats Green with the Rochdale Canal.
- 4.33 The internal courtyard area will provide a communal space for residents of Eliza Yard. Tree species have been chosen to ensure that they can tolerate future site conditions. In addition, evergreen plants have been selected to provide year-round interest. The lighting levels in the Courtyard will be achieved through bollards and ground mounted up-lighters within the soft landscape.
- 4.34 In addition to the above, pavements around the Site will be improved from their current state and four street trees will be installed on Jersey Street where there is no conflict with services. However, it is expected that the aforementioned permanent public realm works may be proposed by Manchester City Council will also include improvements to pavements around the Site. MCC and Manchester Life will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop.
- 4.35 In total, the Site will deliver 18 new trees and only requires the removal of one Category C (low quality) existing tree. This is a substantial uplift in quantity and quality of trees as a result of the Proposed Development.

Access and Parking

- 4.36 Design for Access 2 has been used as a key reference document in the formation of the building levels and landscape layout:
- All routes and gradients are no steeper than 1:20 with the landscape being relatively flat with subtle level changes. Due to the level changes in Jersey Street and Poland Street, ramps are required to access the yard and public realm areas.
 - Level access is provided to the front, rear and car park entrances as well as the communal areas at ground floor. Every floor can be accessed via one of the passenger lifts in each of the cores. Step free access is also provided to the commercial units and ancillary areas.
 - 112 of the 118 apartments being provided are single storey and have step free access via the passenger lifts. The remaining 6 apartments are two storey duplexes, and the entrances can be accessed step free via the passenger lifts. Duplex apartments have private stairs providing access from the entrance storey to the kitchen/dining/living above. The stairs will be designed in accordance with AD K.
 - The lift lobbies and circulation corridors exceed the requirements of Approved Document M.
- 4.37 The Poland Street Zone seeks to embrace low car usage policies consistent with an accessible city centre location. Full details of the non-car transport modes are provided in the Transport Assessment.
- 4.38 The Proposed Development includes very limited parking provision on the Site (2 disabled parking bays and 1 loading bay). The Site is in a highly sustainable location with numerous public transport hubs within reasonable walking distance.
- 4.39 Residents will access the building via the main entrance on Jersey Street or via the courtyard entrance on Poland Street. Cyclists will access the building via the courtyard entrance as the bike store is accessed via the landscaped courtyard.
- 4.40 In addition to the resident's landscaped courtyard, additional landscaping will be provided to the east of the building. This will be accessed via steps and ramped access off Jersey Street.

Cycle Provision and Amenities

- 4.41 As outlined in Paragraph 4.21, the Poland Street Zone is envisaged to be a low car usage area. As a result of this 118 cycle parking spaces have been incorporated into the Proposed Development to encourage the use of sustainable transport choices.

Servicing and Waste

- 4.42 One loading bay, located off Poland Street, will be created to serve the development.
- 4.43 Waste Collection and servicing will take place via two small refuse stores adjacent to the two building cores. A larger refuse store, accessed by management, will act as a holding area for empty/full bins. A separate refuse store for commercial bins is also included and will be accessed by employees around the perimeter of the building and through the entrance on Poland Street, in order to keep it separate from the residential spaces.
- 4.44 On collection days, management will move the full bins to the kerb side on Poland Street. It is proposed that Residential Waste will be collected by the Local Authority waste collection company and supplemented by private collection if required. The waste from the commercial units will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way.
- 4.45 The Site Waste Management Strategy has been prepared by Buttress and submitted with the Application. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards, in terms of storage, recycling and management.

Operation and Management

- 4.46 A high-level Operational Management Strategy has been produced for Eliza Yard to provide a summary of how the development will operate once works have been completed. This will be refined during the design development stage and the submission of further information will be secured by way of condition.
- 4.47 Currently it is proposed that the residential product will be for market sale.

5. Development Plan and Material Considerations

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

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

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

Development Plan

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

- Manchester Core Strategy 2012 (“the Core Strategy”);
- Manchester Proposals Map 2012;
- Saved Policies of the Manchester Unitary Development Plan 2005 (“the UDP”);
- Greater Manchester Joint Waste Development Plan Document 2012; and,
- Greater Manchester Joint Minerals Plan 2013.

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

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

Material Considerations

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

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

- National Design Guide (2019)

5.7 The following local guidance documents will also be material considerations in the determination of the application Manchester City Council’s Supplementary Planning Guidance (SPD):

- Guide to Development in Manchester SPD (2007) and Technical Guidance (2015).
- Our Manchester Strategy – Forward to 2025.
- Ancoats and New Islington NDF.
- Manchester’s Green and Blue Infrastructure Strategy.
- Climate Change Emergency and Playing Our Full Part on Climate Change (2018).
- Manchester Climate Change Framework: 2020-2025 (2020).
- City Centre Transport Strategy to 2040 (2021).
- Design for Access 2 (2003).

National Planning Policy and Guidance

National Planning Policy Framework (2019)

5.8 National planning policy is contained within the National Planning Policy Framework (‘NPPF’). The document sets out the Government’s planning policies for England and how these are applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

5.9 A consultation on draft revisions to the National Planning Policy Framework and a new draft National Model Design Code took place between 30 January 2021 and 27 March 2021.

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

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

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

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

- 5.13 Section 8 (Paragraphs 91 to 95) is titled 'Promoting healthy and safe communities. It sets out a series of aims for planning policies and decisions to encourage healthy, inclusive and safe communities, including those which:
- Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong Neighbourhood Centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
 - Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and,
 - Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
- 5.14 Section 9 (Paragraphs 102 to 111) titled 'Promoting sustainable transport' states that transport related issues should be addressed early on in the design development process in order to ensure that:
- The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing and proposed transport infrastructure, and changing transport technology and usage, are realised;
 - Opportunities to promote walking, cycling and public transport use are identified and pursued;
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and,
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 5.15 Paragraph 103 goes on to note that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 5.16 Within this context, Paragraph 110 states that applications for development should:
- Given priority first to pedestrian and cycle movements, and second to facilitating access to high quality public transport;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 5.17 Section 11 (Paragraphs 117 to 123) titled 'Making effective use of land' states that substantial weight should be given to the value of using suitable brownfield land.

- 5.18 More specifically, Paragraph 121 emphasises the need for Local Planning Authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help meet identified development needs.
- 5.19 Section 12 (Paragraphs 124 to 132) titled 'Achieving well-designed places' sets out that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

National Planning Practice Guidance

- 5.20 The National Planning Practice Guidance (NPPG) was introduced in March 2014 and sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource. The principle behind the NPPG fits in the wider objectives of the government's attempt to make the planning system simpler, clearer and easier for people to use.
- 5.21 The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, looks good, lasts well and will adapt to the need of future generations.
- 5.22 The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.
- 5.23 This is achieved through providing:
- An understanding of the relevant planning policies;
 - Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a Proposed Development;
 - Discussion of possible mitigation methods against impacts of Proposed Development; and,
 - Identifying the information required to accompany a formal planning application
- 5.24 The NPPF, as informed by the NPPG provides a component of the framework against which the planning assessment in Section 6 of this Statement has been undertaken, in terms of understanding whether the Proposed Development comprises sustainable development.

National Design Guide (2019)

- 5.25 The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.
- 5.26 There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:

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

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

Regional Policy

Draft Greater Manchester Spatial Framework – Places for Everyone

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

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

Supplementary Planning Guidance

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

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

5.31 In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

5.32 The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester's Green and Blue Infrastructure Strategy

5.33 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

5.34 The vision for green and blue infrastructure in Manchester over the next five years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with high

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

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

Design for Access 2

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

Manchester Residential Quality Guide (2017)

- 5.39 The Manchester Residential Quality Guide was published in 2017. The Guide requires proposals for residential development to demonstrate the highest quality of design in accordance with its recommended approach. If a Proposed Development does not comply with the design principles the developer is required to provide robust justification, evidence and options analysis.
- 5.40 The Manchester Residential Guide has been considered during the design development to ensure that the proposed residential units comply with the guidance. An appraisal of the Proposed Development against these principles is provided within the Design and Access Statement prepared by Buttress.

Summary

- 5.41 A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within the following section of this statement. In addition, Appendix A provides a response to each specific Local Development Plan Policy that relates to the Site.
- 5.42 Taking all of this into account, it is demonstrated that the Proposed Development is supported by the aims and objectives of the Development Plan taken as a whole. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the proposed development will deliver the overarching economic, social and overarching objectives of sustainable development as a

whole. In addition to this the development accords with the strategic guidance set out within Chapter 2 of this Statement. As such, it is demonstrated that the Proposed Development therefore merits of the support of the local planning authority.

6. Planning Assessment

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

Contribution to Manchester's Vision and Spatial Objectives

- 6.4 The Core Strategy sets out Manchester's 15-year vision for the City 2012 - 2027, which sees Manchester in the front rank of cities in Europe and the rest of the world, with a growing economy driven by the strength of the Regional Centre. The vision states that Manchester's knowledge-based economy will flourish within an entrepreneurial community, characterised by a fully skilled, inclusive working population.
- 6.5 To achieve this vision, the Core Strategy sets out a number of Strategic Objectives (SO) for the City. These include:
- SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change.

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

- 6.6 These objectives have been translated into individual policies within the Core Strategy, against which the Proposed Development has been assessed within this Statement.
- 6.7 Core Strategy Policy SP1 sets out that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity in relation to the Greater Manchester economy. Additionally, Core Strategy Policy SP1 states that all development should have regard to the issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks.
- 6.8 A commitment to good design which takes full cognisance of the sites' setting and character runs through national and local planning policy and guidance. Core Strategy Policy SP1 requires that all development make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character.
- 6.9 The Proposed Development is defined in the Core Strategy (2012) as being located within East Manchester, on the edge of the City Centre and within the Regional Centre. The provision of high quality residential accommodation in an area of choice – Ancoats and New Islington, is consistent with development plan and other strategic objectives for this location.
- 6.10 The remainder of this Section assesses the Proposed Development in relation to the relevant policies of the Core Strategy. These policies have been formulated based on the vision and strategic objectives for the City and should be reviewed in turn to determine their compliance. Overall, the Proposed Development is considered to be in line with the Core Strategy's vision and spatial objectives.

Principle of Development

Policy and Guidance

- 6.11 Core Strategy Policy CC1 *Primary Economic Development Focus* states that within the City Centre and the fringe (which includes the Ancoats area) a variety of high-quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international business. It also outlines that the City Centre and fringe are considered a suitable location for the consideration of high-density buildings.
- 6.12 Core Strategy Policy CC5 *Transport* outlines that proposals will be supported where they improve air quality and increase the scope for accessible public realm improvements. In addition to this, Policy CC5 states that the Council will seek to ensure that development includes adequate parking provision for cars and bicycles.

- 6.13 Core Strategy Policy CC7 Mixed Use Development supports the inclusion of active ground floor uses within developments in appropriate locations which have an established public function, or as part of a development which will create such an environment.
- 6.14 Core Strategy Policy H1 Overall Housing Provision states that Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. New housing will be predominantly in the North, East, City Centre and Central Manchester. Within the Inner Areas in North, East and Central Manchester densities around 40 units per hectare will be supported. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. The Policy outlines that 90% of residential development should be located on previously developed land.
- 6.15 The Ancoats and New Islington NDF sets out a clear vision for the future uses of the Site. In particular the NDF states that development should respect past historic form and character and be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice, complemented by active and dynamic street spaces.

Compliance of the Proposed Development

- 6.16 The Proposed Development will contribute to the regeneration of the Ancoats and New Islington Area. It will provide a total of 118 residential units, commercial units, landscaping, and cycle parking.
- 6.17 As demonstrated within Chapter 3 of this Statement, there is a continuing demand for Manchester to provide quality accommodation to support its economic growth and increased population.
- 6.18 The Proposed Development provides 2 disabled parking bays with electric vehicle charging points, 1 loading bay and 118 cycle parking spaces. The Mobility Hub development that is also being brought forward within the Ancoats and New Islington NDF Area will provide sustainable transport choices, smart logistics and other shared neighbourhood services, including 30% parking provision for Eliza Yard.
- 6.19 For further details on car parking, please refer to the Transport Assessment, which justifies the proposals from a technical perspective.

Design

Policy and Guidance

- 6.20 *Core Strategy Policy EN1 Design Principles and Strategic Character Areas* states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.21 Core Strategy Policy CC9 Design and Heritage requires the design of new buildings to be of the highest standard whilst preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.
- 6.22 Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding area in terms of the design, scale and appearance.
- 6.23 Core Strategy Policy CC10 states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.24 The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 127 it is advised that planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive;
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
 - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 6.25 In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers. The Residential Quality Guide to Development in Manchester sets a number of design criteria that should be followed within the scheme.
- 6.26 As detailed in Chapters 3, 4 and 5, the Residential Quality Guidance and principles in the Neighbourhood Development Framework have been considered and addressed throughout the design process.
- 6.27 The NDF highlights that the Ancoats grid breaks down beyond Poland Street and has resulted in an inward-looking built form at this point which inhibits the sense of connection to the wider community. The NDF encourages development to repair and reinvent the urban fabric and street grid.
- 6.28 The Residential Quality Guide to Development in Manchester SPD sets a number of design criteria that should be followed within the scheme.
- 6.29 Design for Access 2 is also relevant. The document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

Compliance of the Proposed Development

- 6.30 The Proposed Development has been formed by the Applicant and Buttress Architects, who have extensive experience in designing residential developments in City Centre locations. In addition, landscape design has been developed by Planit-IE.
- 6.31 The design justification and explanation of the proposed architectural quality are set out in detail within the Design and Access. Comments received from Manchester City Council, Historic England and the wider consultation process have informed the Proposed Development where appropriate to ensure a high-quality design is achieved. The design is well considered and responds to the surrounding area and maintains the high-quality benchmark that is required to deliver the Ancoats and New Islington Neighbourhood Development Framework.

Scale and Density

- 6.32 The scale and form of the Proposed Development responds to the surrounding areas both with regard to height and massing. The Neighbourhood Development Framework (2020) states that 8 storeys is an appropriate height for the area.
- 6.33 The building form and mass has been carefully considered to complement surrounding uses both in the short and long term as more of the wider masterplan is delivered.

- 6.34 Through design development, the layout, massing, Site position and façade have been tested and refined so that the building reaches its potential and provides a high-quality addition to Manchester’s built environment. The design development is set out within the Design and Access Statement prepared by Buttress.
- 6.35 The impact of the proposals on surrounding townscape views has been fully assessed within the Planning Application. The Heritage Assessment takes into consideration the key views and demonstrates that the Proposed Development is in accordance with the requirements of Historic England’s guidance *Statement of Heritage Significance* (2019) and *Conservation Principles, Policies and Management for the Sustainable Management of the Historic Environment* (2008).

Architectural Design Quality

- 6.36 The Proposed Development has been designed by a highly experienced design team and in consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.
- 6.37 The proposed design is a considered response which provides a high-quality development on a site that is currently underutilised and fails to make a positive contribution to the local streetscape or wider built environment.
- 6.38 A palette of high-quality materials is used to articulate the volume surfaces and to emphasis orientation, scale, massing and context.
- 6.39 Variegated red/blue traditional brickwork is proposed for the gable blocks. The darker bricks reflect the surrounding mills and former industrial buildings whilst bringing a new contemporary feel to the proposal.
- 6.40 A contrasting green profiled terracotta is proposed in the central section of the building. This references the former glass works that would have been found in the area.
- 6.41 Slimline, high quality aluminium windows are proposed. Grey metalwork with blue hues will be incorporated to help tie the colours found in the brickwork and terracotta tiles together.
- 6.42 Laser cut security screen and glass manifestations are also proposed at the ground floor. This will create an interpretation of historic character and continue the façade narrative where there is more visibility.

Placemaking

- 6.43 The Site is currently not fully utilised in its current form. It does not make a positive contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging area.
- 6.44 The scheme has been designed to significantly enhance the neighbourhood and wider area whilst also complementing the emerging developments also located within the Ancoats and New Islington Neighbourhood Development Framework. The scheme responds to the constraints set out within the NDF through the proposal of an 8-storey development. The building form and mass has been carefully considered to work both in the short term and in the long term as more of the wider masterplan is delivered. The overall mass required has been sculpted into three distinct ‘blocks’, with elements such as roof terraces and corner balconies being carved out to provide relief to the façade and interest to the streetscape.
- 6.45 Placemaking has been improved via the inclusion of commercial units on the ground floor, public realm proposals and street trees. In addition to this the Proposed Development is enabling the public realm strategy for the Poland Street Zone to be brought forward as set out in the Neighbourhood Development Framework. The interim public realm proposals to the east of the Site will integrate into the wider, permanent public realm masterplan for the area as this is delivered by Manchester City Council.

- 6.46 By removal of the previous surface parking and the delivery of high-quality buildings and public realm, the redevelopment of this Site will also strengthen local streetscape quality thereby enhancing local character and sense of place.
- 6.47 The Design and Access Statement fully explains the architectural evolution that has led to the proposed design.

Inclusive Design

- 6.48 The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. This includes the provisions of BS8300:2001 and The Building Regulations Part M (2015 edition incorporating 2016 amendments). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the application site through to moving around the internal parts of the buildings and accessing information, including signage and contact details.
- 6.49 The setting out of the building levels has been dictated by the existing pavement levels. Taking into account these constraints, the design ensures that all primary entrances (either to commercial units, residential lobbies, and car parking entrance lobbies) can be accessed from flat and level approaches.
- 6.50 10% of all the apartments have been designed to be accessible and a justification against DFA2 is provided within the DAS. Of the 118 apartments being provided, 112 of them are single storey and have step free access via the passenger lifts. The remaining 6 apartments are 2 storey duplexes, the entrances of which can be accessed step free via the passenger lifts. Additionally, in line with the requirements of AD M4(1) the entrance storey of each apartment will provide step free access to and use of habitable rooms and a WC. Duplex apartments have a private staircase providing access from the entrance storey to the kitchen/dining/living above. The stairs will be designed in accordance with AD K.
- 6.51 All landscape and building levels have been designed to enable level thresholds to the buildings without the need for formalised ramps and steps in line with DFA2. Step free level access is also provided to each of the commercial units and ancillary spaces.
- 6.52 All routes and gradients are no steeper than 1:20 with the landscape being relatively flat with subtle level changes. Due to level changes in Jersey Street and Poland Street ramps are required to access the yard and future public realm areas. These have a gradient of 1:21 and 1:20 respectively.
- 6.53 All street furniture is positioned a minimum of 450mm away from the front face of the highway kerb line in line with DFA2.
- 6.54 A total of 2 accessible car parking spaces are provided on Site. Further accessible car parking spaces will be provided within the emerging Mobility Hub development.
- 6.55 The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

Housing

Policy and Guidance

- 6.56 *Core Strategy Policy H1 Overall Housing Provision* outlines that approximately 18,280 dwellings will be provided within East Manchester.
- 6.57 Core Strategy H4 East Manchester states that c. 30% of new residential development will be provided within East Manchester and priority will be given to family house and other high value, high quality development.

- 6.58 Core Strategy H8 Affordable Housing states that new development for all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed should contribute to the City-wide target for 20% of new housing to be affordable. Either an exemption from providing affordable housing or a lower proportion of affordable housing may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to only deliver a proportion of the affordable housing target or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:
- There is a very high level of affordable housing in the immediate area;
 - There is either a high proportion of social rented, or low house prices in the immediate area compared to average incomes;
 - Affordable housing would be prejudicial to the diversification of the existing housing mix.
 - The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
 - It would financially undermine significant development proposals critical to economic growth within the City;
 - The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
 - There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.
- 6.59 The NDF states that residential development will be encouraged and supported in the Poland Street Zone Area where it delivers the opportunity for a diverse range of homes. The NDF states that delivery of affordable housing will be considered in accordance with Core Strategy H8.

Compliance of the Proposed Development

- 6.60 The Proposed Development will contribute to the overall housing provision for Ancoats and East Manchester by providing 118 high quality residential units.
- 6.61 With regard to Policy H8, the Applicant has established that it will not be possible to deliver a viable development if on-site Affordable Housing or a contribution is required. Savills have prepared a Financial Viability Appraisal (FVA) in support of the Planning Application. The FVA demonstrates that if the development was in line with the stipulations of the policy it would be unviable as it would result in a negative land value. This FVA will be independently reviewed by a third-party surveyor instructed by Manchester City Council.
- 6.62 The inclusion of affordable housing would therefore prejudice the delivery of important regeneration objectives as set out in the Council's regeneration strategy for the area.
- 6.63 The Proposed Development is part of a wider phase of development being co-ordinated by Manchester Life and includes affordable housing schemes that will be supported by grant funding.

Inclusive Design and Operational Management

Policy and Guidance

- 6.64 Policy CC10 of the Core Strategy states that the City Centre should be A Place for Everyone, which can only realistically be achieved if the design is inclusive and through the on-going management and maintenance of spaces.
- 6.65 The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in buildings.

Policy and Guidance

- 6.66 To this effect, a Residential Management Strategy has been provided in support of the Application and, in addition, the proposals have been reviewed in detail by Greater Manchester Police. The details of management are contained within Residential Management Strategy prepared by Manchester Life. A Crime Impact Statement has been prepared by GMP which includes recommendations on measures that could be implemented to enhance security within the Proposed Development and will be submitted as part of the application. A Secured by Design Accreditation will need to be sought by the Applicant from GMP prior to the occupation of the building.

Environmental Considerations

Ecology

Policy and Guidance

- 6.67 Chapter 15 of the NPPF *Conserving and enhancing the natural environment* (paragraphs 170 to 183), identifies numerous ways in which planning policies and decisions can contribute to and enhance the natural and local environment. It states that new development should minimise impacts on ecology, and developments should be encouraged to incorporate biodiversity improvements in and around developments.
- 6.68 Core Strategy Policy EN15 Biodiversity and Geological Conservation outlines that the Council will seek to maintain and enhance sites of ecological value throughout the City. Developers are required to demonstrate that they have assessed and taken account of the potential effect of the Proposed Development on biodiversity including national and locally priority species such as the great crested newt, pipistrelle bats and certain bird species.

Compliance of the Proposed Development

- 6.69 An Ecological Impact Assessment prepared by Tyler Grange is submitted in support of this Application. The assessment presents the results of a desktop study and an updated extended Phase 1 Habitat Survey carried out in August 2020. The scope of the survey undertaken is appropriate to identify potential ecological constraints, the remit of mitigation required and opportunities for biodiversity associated with the Proposed Development.
- 6.70 The Site is dominated by hardstanding with small sections of ephemeral/short perennial, scattered scrub and tall ruderal. It was concluded that all habitats on site were of negligible ecological importance and the only on-site ecological receptor identified with the requirement for further assessment was the potential for roosting bats in the western boundary wall.
- 6.71 A dusk emergence survey for roosting bats was undertaken on 24 August 2020 during which no bat activity was recorded, therefore concluding the likely absence of roosting bats. Although bat licences have previously been granted in the area, the habitats present both on site and in the adjacent land do not offer substantial favourable habitat for commuting bats and the Site is therefore of negligible importance for this species and there would be no adverse impacts on this species group as a result of development.

- 6.72 The Rochdale Canal is located 0.1km south of the Site; however, the section of the canal that is designated as a Special Area of Conservation (SAC) is located 4.3km north of the Site. Due to this designation the canal is an offsite ecological receptor along with two Sites of Biological Interest (SBI) – Rochdale Canal: Stott’s Lane – Ducie Street Basin located 0.5km east of the Site and Ashton Canal (West) located 0.5km south east. Offsite ecological receptor adverse impacts on the SAC and two SBIs can be prevented through the implementation of a CMP resulting in no significant adverse impacts to the receptors.
- 6.73 The report also identifies enhancements for biodiversity through the introduction of features for birds and bats, the locations of which will be developed through detailed design and secured by a condition.

Arboriculture

Policy and Guidance

- 6.74 *Core Strategy Policy EN9 Green Infrastructure* highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will work to protect existing street trees and promote new planting.
- 6.75 The Residential Quality Guide is also relevant. The guide highlights that trees and woodlands form an important part of Manchester’s green infrastructure and Manchester’s green infrastructure should be enhanced, reinforced and well managed to become an integral part of the city’s neighbourhoods, making healthier more sustainable and better-quality places to live.

Compliance of the Proposed Development

- 6.76 An Arboricultural Impact Assessment and Method Statement has been prepared by Tyler Grange, in support of this Application.
- 6.77 One groups of trees and one individual tree (both Category C – Low Quality) were identified during the tree survey of the Site. The individual tree has also been identified for removal in order to implement the Proposed Development.
- 6.78 Manchester City Council confirmed that whilst the Site is located within the Ancoats Conservation Area, no trees within the Site are covered by a Tree Preservation Order. No ancient or veteran trees or woodlands are present on nor in the vicinity of the Site.
- 6.79 It is necessary to remove the existing tree on Site in order for development to take place and for regeneration benefits to be realised. The proposed layout indicates an arrangement of 14 new high quality trees within the central courtyard area and 4 new street trees, open area of green space to the east and the on-site tree planting to the south, therefore the development will offer a substantial net-gain in tree numbers and canopy coverage for the Site post-construction. In addition to this a number of street trees will also be provided as part of the Proposed Development.

Sustainable Design

Policy and Guidance

- 6.80 Chapter 14 of the NPPF *Meeting the challenge of climate change, flooding and coastal change* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 6.81 Policy EN4 requires that all development must follow the principle of the Energy Hierarchy, being designed to: reduce the need for energy through design features that provide passive heating, natural lighting and cooling; to reduce the need for energy through energy efficient features such as improved insulation and

cooling; and to meet residual energy requirements through the use of low or zero carbon energy generating techniques.

- 6.82 Policy EN6 outlines that all applications for residential development of 10 or more units will be expected to meet minimum targets for CO2 reductions from low or zero carbon energy supplies, unless this can be shown not to be viable. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. An energy statement is required to be submitted at the outset if any proposed development. Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.
- 6.83 In addition to this, Core Strategy Policy EN6 defines Target 3 Micro-generation areas as locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical. For this target it is necessary to reach a minimum increase of 15% on Part L 2010. As such, the building is exceeding the requirements.
- 6.84 The impact of the pending Building Regulation Part L revision released by the Ministry of Housing, Communities and Local Government in autumn 2019 has been assessed. The update to Part L is designed to provide more stringent requirements to meet the Future Homes Standard in 2025 and focuses on a combined approach of improving fabric thermal performance and mitigating the carbon emissions using fossil-fuel. Due to the decarbonisation of the grid, the new Part L will lead to heat electrification solutions in the UK.

Compliance of the Proposed Development

- 6.85 To address the requirements of the above Core Strategy Policies, this Application is supported by a range of documents including an Energy and Environmental Standards Statement and a Sustainability Statement (EES). The Proposed Development has been designed from the outset to reduce the energy consumption of the Building during construction and operation.
- 6.86 The EES highlights that the dwellings of the Proposed Development can achieve against a range of energy efficiency targets set by Manchester City Council, as identified below:
- A weighted improvement of 14% for dwellings over Part L 2013 standards, exceeding the requirements within the Core Strategy for a 9% improvement over Part L 2013 / 15% improvement of Part L 2010.
 - When utilising the SAP 2012 carbon factors (as required by emerging Building Regulations and reflected in the Part L 2020 consultation paper and Government response published in January 2021, anticipated to take effect in later 2021) the Proposed Development can achieve a 31.3% improvement over Part L 2013.
- 6.87 The Proposed Development has been designed with a forward-thinking energy strategy, including the following measures:
- The development adopts a “fabric first” approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric.
 - Highly efficient MVHR unit for mechanical ventilation and efficient LED lighting the design performance.
 - Assumes targeting an Air Permeability rate of $2\text{m}^3/(\text{h.m}^2)$ which will improve the performance of the building in terms of heat loss.
 - Substantial amounts of photovoltaic cells at roof level.

- Incorporates an ‘all-electric energy system’ which benefits from connecting to the decarbonising National Grid.
- The Proposed Development proposes a large amount of roof mounted PV arrays, further reducing the carbon emissions of the building.

- 6.88 In addition, it is considered that the Proposed Development is less likely to be impacted by the effects of Climate Change. For example, having reviewed the Environment Agency’s Flood Risk Map, the site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development, including residential.
- 6.89 In addition, SuDs have been incorporated into the design where possible in order to minimise surface water run-off. The Flood Risk and Drainage Strategy noted that surface water discharge will be controlled by a flow control chamber, restricting the maximum flow to 5l/s for storm events up to and including the 1 in 100 year +40% climate change event.
- 6.90 A Sustainability Statement has been prepared by Buro Happold which presents MLDC’s vision for sustainable development and builds on evidence from their existing estate. This statement also presents an assessment of how the Proposed Development achieves against MLDC’s framework for sustainability.
- 6.91 The Proposed Development also performs strongly against the aspirations of Manchester City Council’s Climate Change Framework 2025-2025, further details are provided within the Climate Emergency Response (Appendix C).

Heritage

Policy and Guidance

- 6.92 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.
- 6.93 Section 66 requires:
- “In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”
- 6.94 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:
- “In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area....”
- 6.95 Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.
- 6.96 Paragraph 193 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset’s conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.
- 6.97 Paragraph 195 states that:

“Where a Proposed Development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss...”

6.98 Paragraph 196 of the NPPF states that:

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

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

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

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

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

6.101 Core Strategy Policy EN3 ‘Heritage’ highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.

6.102 Policy CC9 relates to design and heritage where development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled monuments.

Compliance of the Proposed Development

Heritage Impact

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

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

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

6.106 The Site in its current state, as a surface car park, is a negative element within the wider townscape. It is considered that there is the capacity for change within the Site which could enhance the setting of the conservation area and wider townscape.

6.107 The potential of the Proposed Development to impact the settings of the conservation area and the identified heritage assets, primarily within 250m of the Site, has been assessed through the appraisal of no. 4 views. It was considered appropriate to scope out a direct assessment of impact on these assets.

- 6.108 The Heritage Assessment considers Eliza Yard to be a beneficial development for the Back of Ancoats area¹⁷. The proposals do not have any direct impacts on designated assets that may obscure their special historic or architectural interest, and the Site's location, whilst within the Conservation Area does not contribute to the significance of the area or provide setting for any designated assets.
- 6.109 The scale of change and alteration to the Site and its immediate context in the previous century has degraded the urban grain and left the historic Ancoats Conservation Area weaker in the Back of Ancoats area. The proposed development seeks to reinstate this vacant Site as an active and contemporary Site, cognisant of its transitional location between the core of historic Ancoats, and the residential Miles Platting.
- 6.110 In conclusion, the medium significance, moderate scale of change, and moderate benefit of the change results in **less than substantial harm** to the Conservation Area. The benefits of the implementation of the scheme on the Site outweighs the indirect impacts on the Conservation Area. The public benefits of the Site are outlined at Paragraph 6.119.

Visual Impact Assessment

- 6.111 This assessment aims to appraise the heritage significance of identified views and the potential visual impact of the Proposed Development on the individual assets identified and the view as a whole.
- 6.112 The Key Views formed part of the EIA Screening Letter submitted to MCC in January 2021 and have been presented to and agreed with Historic England.
- 6.113 The viewpoints have all been assessed against the guidance set out in Historic England's The Setting of Heritage Assets (December 2017).
- 6.114 No formal guidance exists for the assessment of significance of effects on heritage assets or heritage significance within views. However, the severity of the effect on heritage assets and heritage significance within views may depend on both the magnitude of impact and the value and importance of the resource.
- 6.115 The view West-East down Jersey Street is the principal key view for the Proposed Development due to the high concentration of designated assets that augment the significance of the character area, and the valuable contribution to the Conservation Area that Jersey Street makes as an arterial route from west to east. The proposed view (Figure 37 within the Heritage Assessment) highlights how Eliza Yard will not deviate from the existing and significant street layout, instead providing visual progression and contrast against smaller scale buildings, and increasing the sense of enclosure that is provided by the taller buildings such as Beehive Mill. Whilst taller than the buildings that precede it on this approach, it is not out of character in terms of scale within the broader area. The Proposed Development does not threaten the harm or loss of a heritage asset, its component parts, or harm or obscure its significance. The Proposed Development constitutes no harm to the view.
- 6.116 The view East-West down Jersey Street provides a holistic view as it incorporates the relationship with the Jersey Street Canal Arm, and the transitional nature of the Site's location between Ancoats and Miles Platting. The proposed view (Figure 39 within the Heritage Assessment) illustrates how Eliza Yard will help to complete and enclose the area. Eliza Yard provides a gateway to announce the arrival to Ancoats and helps to tie together the city centre and the more residential suburbs to the north of the city centre. The Proposed Development does not threaten the harm or loss of the heritage asset, its component parts, or harm or obscure its significance. The Proposed Development constitutes no harm to the view.
- 6.117 The crossing of streets is important within the historic urban grain of Ancoats; therefore, the corner of Jersey Street and Poland Street has been highlighted as a key view. The proposed view (Figure 41 within the Heritage Assessment) demonstrates that the Proposed Development re-establishes the corner and reinforces the street line towards Miles Platting. The Proposed Development does not threaten the harm or

¹⁷ Back of Ancoats area is an alternate phrase for the Poland Street Zone, as identified within the Ancoats and New Islington NDF (2020)

loss of the heritage asset, its component parts, or harm or obscure its significance. The Proposed Development constitutes no harm to the view.

- 6.118 The existing view North-South Poland Street demonstrates the absence of historic character or heritage. The proposed view (Figure 43 within the Heritage Assessment) demonstrates that Eliza Yard will provide the foundation for reinstating the strong grid pattern and sight lines in the Back of Ancoats area, particularly along Poland Street. The Proposed Development does not threaten the harm or loss of the heritage asset, its component parts, or harm or obscure its significance. The Proposed Development constitutes no harm to the view.
- 6.119 The Proposed Development sits well alongside those attributes considered to be significant, principally the grid pattern of the urban grain and the variety of scale and mass. It provides enhancement in areas where significance has been lost over time, particularly in relation to reinforcing street lines, long-views and corner plots. This results in a moderate scale of change, which would be moderate beneficial due to the reintroduction of built context that responds to the urban grain, the re-use of an under-utilised site and the positive regeneration the development will bring in this transitional area.
- 6.120 Overall, the proposed development stands to make a positive contribution to the townscape of the Back of Ancoats, and Ancoats Conservation Area more generally, and is of no harm to the surrounding heritage assets. It is noted that there will be 'less than substantial harm' to the Ancoats Conservation Area.

Public Benefits

- 6.121 The Proposed Development will result in a number of public benefits and these are summarised as follows. It is considered that these benefits would outweigh any less than substantial harm, addressing the policy tested within the NPPF.

Economic Benefits

- Creation of jobs through the construction and operational phases of the development, including direct employment within the supply chain. There will be a commitment to jobs for local people through a Local Benefit Strategy. The Applicant estimates that approximately 210 full time equivalent, direct jobs will be created during the construction stage, with a further 317 indirect or induced jobs within the supply chain.
- Creation of jobs and additional economic benefits through the provision of commercial units. The Applicant estimates that 70 full time equivalent jobs will be created when the Proposed Development is operation.
- Further supply-chain economic benefits for businesses who service the commercial units.
- Creation of new homes providing Council Tax receipts to MCC and the proposed commercial floorspace may be liable for the payment of business rates. The Applicant estimates that £1.7m of Council tax income will be accrued over a ten year period (£175,215 per annum).
- Potential New Homes Bonus funding for the Local Authority on a per unit delivered basis.
- The Proposed Development will create high quality residential homes. This will support local business growth and specifically support the growth of the city centre economy, as the development will assist in creating confidence that future employees can continue to access a ready supply of well-located residential accommodation in proximity to office accommodation.

Social Benefits

- Key development site between the front of Ancoats and the Miles Platting PFI area; helping to physically link the existing residential community with the wider economic area of Ancoats and the city centre.
- Creation of natural surveillance within the neighbourhood improving safety and security in the area both during the day and at night.

- New commercial units providing opportunities for social and community events.
- Bringing activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability.
- Landscaped areas surrounding the Proposed Development will provide opportunities for social and community events.
- Manchester Life Development Company 2 Limited, the Applicant, is exploring options to delivering social-value and are currently looking into restarting their successful Apprenticeship scheme which gave opportunities for young aspirational people in Manchester during Phases 1 and 2.

Environmental Benefits

- Sustainable reuse of underutilised brownfield land through the delivery of new homes which will meet the needs of Manchester's expanding population.
- Supporting the promotion of electrical vehicles through the provision of EV charging infrastructure.
- Improved pedestrian routes and cycling facilities which will encourage the use of sustainable modes of transport and connect key regeneration areas and transport hubs.
- Residents will be encouraged to use the neighbourhood wide facilities at the Mobility Hub development which will include a range of sustainable transport choices including car clubs and additional cycle parking.
- An all-electric system, rather than an on-site combined heat and power boiler system, will be utilised within the Proposed Development allowing for the development to benefit from accessing the rapidly decarbonising National Grid rather than a less environmentally friendly boiler system.
- Incorporates a large number of PVs at roof level, ensuring that renewable energy is harnessed within the Proposed Development.
- The Proposed Development will create active frontages on Poland Street and Jersey Street, improving the streetscape environment in this part of the neighbourhood.
- Incorporation of greenspace and trees within the Proposed Development, providing enhanced biodiversity on site.

Archaeology

Policy and Guidance

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

Compliance of the Proposed Development

- 6.125 An Archaeological Assessment has been undertaken by Salford Archaeology, and the findings are summarised below.
- 6.126 The Site was developed initially in the late 18th Century, when a small number of workers' houses were erected on the Site. Any surviving foundations of these buildings would be of local archaeological interest. There is no potential for the Site to contain any archaeological remains earlier than the late 18th Century, and the Site does not contain any designated heritage assets.
- 6.127 The scope and extent of any further investigation will be determined by the Greater Manchester Archaeology Advisory Service. Further investigation works should be focused on the area that is most likely to contain the remains of the workers' houses. Salford Archaeology have stated that an archaeological watching brief may also be required during the ground-breaking works phase of development in the area of the former canal branch, to record the surface plan of the canal and to record any archaeological remains buried within the canal, such as abandoned canal barges. Should significant archaeological remains be encountered during the evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the NPPF.
- 6.128 Further details are provided within the Archaeological Assessment submitted within the application.

Transport

Policy and Guidance

- 6.129 Core Strategy Policy SP1 states that, "new development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport."
- 6.130 Core Strategy T1 states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties; and take accounts road users' needs according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.
- 6.131 Core Strategy Policy T2 states that the Council will actively manage the pattern of development to ensure that new development, "is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities."
- 6.132 NPPF Chapter 9 Promoting sustainable transport (paragraphs 102 to 111) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes. Proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.133 The PPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and helping mitigate the negative transport impacts of development in order to promote sustainable development. LPAs must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.
- 6.134 As outlined in Paragraph 5.47 the City Centre Transport Strategy sets out seven ambitions which focus on areas that will help to achieve the vision:
- Walking will be the main way of getting around the city centre.
 - The city centre will be cleaner, greener and less congested.

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

Compliance of the Proposed Development

- 6.135 The Transport Statement identifies that the Proposed Development is located in a highly accessible location in Ancoats and so is well located to make use of the existing and proposed public transport links and pedestrian/ cycle routes.
- 6.136 The total provision for parking on the Site is 2 disabled parking bays which include 2 electric car charging points at 7kW charge which enable all bays to be used by electric vehicles as a mechanism for futureproofing the development. Both disabled bays meet the requirements of Manchester City Council's Design for Access 2 Guidance Document.
- 6.137 As well as the disabled parking, additional parking for the Site will be facilitated by the provision of spaces located at the proposed Ancoats Mobility Hub. The Hub is to be located off Poland Street and is a short walk from the Eliza Yard Site. It is proposed that 30 car parking spaces at the Mobility Hub will be allocated to Eliza Yard, which equates to a 30% car parking provision. This number is based on other Manchester Life occupier profiles and anticipated demand for car parking spaces. The relationship between Eliza Yard and the Mobility Hub will be managed via a carefully worded condition. The Framework Travel Plan submitted with the application outlines how residents will be encouraged to use the facilities.
- 6.138 Due to the limited amount of parking on Site, the anticipated trip generation of the Proposed Development is considered to be negligible. In addition to this, the Transport Statement notes that the Site is currently used as a surface car park which comprises 88 vehicular spaces. Through the development of the Site the extant trips from the surface car park would be taken off the local highway network, therefore the Proposed Development is better placed to discourage car travel and will have less trips than the existing use.
- 6.139 Consistent with recommendations from Manchester City Council, 118 cycle parking spaces are proposed at the Site representing a 1:1 cycle space to apartment ratio.
- 6.140 A Framework Travel Plan has been prepared for the Site and submitted as a standalone planning document. The key aim is to inform residents, employees and visitors of the alternatives to driving their cars, to increase awareness of and promote greener, cleaner modes of travel such as EV, to reduce reliance on the private car and create sustainable communities consistent with the overarching aims of the NPPF. Residents will be also encouraged to use the Mobility Hub facilities including the dedicated car club facility; cycle parking spaces; bike hire; and, deliveries hub. The Mobility Hub will be located 0.1km to the north of Eliza Yard and the route to the facility will be safe and well-lit.
- 6.141 Additionally, the Proposed Development is in line with the ambitions of the City Centre Transport Strategy. As a result of its low levels of on-site car parking, residents within the development will be encouraged to walk to get around the city centre and benefit from close proximity to the wide range of employment, retail, and leisure opportunities within the city centre. Furthermore, the approach to car parking will play a part in reducing congestion in this part of Ancoats and may encourage greater cycling due to the on-site cycle-store. The Proposed Development will support the development of the Ancoats Mobility Hub as any residents with car parking requirements will be directed towards taking a space at the Hub. The Mobility Hub will provide an innovative approach to mobility and a smarter approach to parking and deliveries.

Waste and Servicing

Policy and Guidance

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

Compliance of the Proposed Development

- 6.144 Waste Collection and servicing will take place via two small refuse stores adjacent to the two building cores. A larger refuse store, accessed by management, will act as a holding area for empty/full bins. A separate refuse store for commercial bins is also included and will be accessed by employees around the perimeter of the building and through the entrance on Poland Street, in order to keep it separate from the residential spaces.
- 6.145 It is proposed that Residential Waste will be collected by the Local Authority waste collection company and supplemented by private collection if required. The waste from the commercial units will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way.
- 6.146 On collection days management will move the full bins to the kerb side on Poland Street and will be returned to the bin-store as soon as collection takes place.
- 6.147 The Site Waste Management Strategy has been prepared by Buttress and submitted with the Application. The proposed Site Waste Management Strategy highlights that the provision complies with waste standards set out within the Manchester City Council's Waste Storage and Collection Guidance for New Developments, in terms of storage, recycling and management.

Flood Risk and Drainage

Policy and Guidance

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

including through Sustainable Urban Drainage Systems (SuDS) and the appropriate use of Green Infrastructure. In Critical Drainage Areas, evidence to justify surface water run-offs will be required.

- 6.152 Core Strategy Policy EN17 states that development should avoid any adverse impact on water quality, including during construction; should minimise surface water run-off from development and associated roads; and maximise use of sustainable urban drainage systems.

Compliance of the Proposed Development

- 6.153 A Flood Risk and Drainage Strategy has been prepared by Curtins for the Proposed Development.
- 6.154 The Environment Agency flood map for planning identifies that the site is located within Flood Zone 1, which is land having a less than 1 in 1,000 annual probability of river or sea flooding. The extent of flooding to the site from surface water is identified as being at a 'very low' risk of flooding from surface water. As the Site is both in Flood Zone 1 and is less than 0.23 hectare a Flood Risk Assessment is not required as part of the planning application.
- 6.155 A separate foul system is to be provided, which will discharge, via gravity, into the local combined sewers. United Utilities have confirmed that a free discharge is acceptable into the local combined sewer.
- 6.156 It is assumed that the Site will not be suitable for infiltration SuDs. The Rochdale Canal is located 50m south of the Site. A new connection to the watercourse is not considered a viable option as it would have to pass through third-party land. Previous correspondence with the Canals and Rivers Trust has also highlighted capacity issues in the network. There are no surface water sewers in the vicinity of the Site.
- 6.157 The outline surface water drainage strategy is to collect surface water runoff from the roofs and external areas and direct it to a new separate below-ground surface water drainage network that will discharge, via gravity, into the combined sewers bounding the Site using the existing lateral connections where feasible. Exact discharge rates are to be determined once CCTV information is received and the existing drainage system has been modelled. This in turn this will generate a volume surface water attenuation, which will be required.
- 6.158 SuDS solutions such as permeable surfacing to collect the run-off on external hard standing areas and the use of tree pits have been considered in the design where feasible. Potential for proposed lined permeable paving and tree pits have been identified within the courtyard of the Proposed Development. These will act as a stage of pollution treatment for the surface water before being discharged into the public sewer. Additionally, areas of hard standing have been minimised with the introduction of soft landscaped areas to the north of the courtyard and the proposed planting beds. The surface water discharge will be controlled by a flow control chamber, restricting the maximum flow to 5l/s for storm events up to and including the 1 in 100 year +40% climate change event. Below ground attenuation tanks will be utilised to deliver the controlled surface water discharge

Green and Blue Infrastructure

Policy and Guidance

- 6.159 In July 2015 Manchester City Council adopted 'Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester'. The document outlines the Council's vision to create safe and attractive neighbourhoods, a major expansion of the city's sports, leisure and cultural facilities, and improvements in the city's natural environment.
- 6.160 By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

Compliance of the Proposed Development

- 6.162 Planit-IE have formulated a landscape masterplan for the Eliza Yard development. Details of the landscape proposal are included within the Design and Access Statement prepared by Buttress and summarised earlier in this Statement. The landscape proposals aim to be part of a wider masterplan which is currently being prepared by Manchester City Council and will look to regenerate the wider Back of Ancoats public realm.
- 6.163 The Courtyard to the rear of the Proposed Development provides an opportunity to create high quality residential space. The landscape design aims to explore the heritage of the Site by incorporating the historical flint glass use of the Site into the materiality within the Courtyard.
- 6.164 The surface strategy in the courtyard functions to accommodate the use of rain gardens to collect surface water run-off. The proposed levels have been manipulated to allow water run-off to fall into the centre of the Courtyard into planting beds and permeable resin bound surface. Maintenance requirements require a non-permeable surface around the perimeter of the building to ensure robustness. Granite has been proposed as it is typical and in character of the wider setting of Ancoats.
- 6.165 Tree planting has been incorporated to create green external spaces which are more relative to the human scale of the Courtyard. Tree species have been chosen to ensure that they can tolerate future Site conditions. The aim of planting within the Courtyard is to create a high-quality private garden for the residents with year-round interest. This will be achieved by through a mixed planting arrangement varying in size and an emphasis on evergreen plants which will provide year-round interest. In addition, four street trees are provided on Jersey Street. Overall, there are 18 new trees provided and only one, low quality (Category C) tree that needs to be removed.
- 6.166 The lighting levels within the Courtyard will be achieved through bollards and ground mounted up-lighters within the soft landscape.
- 6.167 Further details are provided within the Green and Blue Infrastructure Statement (Appendix B).

Ground Conditions

Policy and Guidance

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

Compliance of the Proposed Development

- 6.170 A Phase II Geo-environmental Site Assessment was undertaken in February 2020 by E3P. Laboratory analysis of the soils across the site has indicated the presence of elevated metals, non-volatile PAHs (polycyclic aromatic hydrocarbons), and non-volatile TPH (total petroleum hydrocarbons, fuels, petrols, diesels) compounds within the Made Ground. Chlorinated solvents, naphthalene, mercury and volatile TPH were also identified throughout the site. Asbestos was also identified in six samples out of eight submitted for analysis.
- 6.171 The Proposed Development will incorporate appropriate mitigation measures to ensure any receptors are suitably protected.

- 6.172 A Tier 1 Generic Quantitative Risk Assessment has been completed based on the leachate analysis of soils and groundwater samples obtained from boreholes during a post site investigation visit. This assessment identified the underlying aquifer as the most likely risk receptor given its sensitivity. The results of the assessment found Arsenic, lead, pH, Naphthalene, TPHC12-C35 fractions all elevated above the DWG criteria. Perched water within the former infilled canal is currently considered a risk, the boundary will require a stank in order to pump out the perched water and manage in a waste compliant manner. However, given the source can predominantly be associated to Made Ground and the lack of a viable migration pathway in the presence of significant thicknesses of low permeability clay protecting the underlying aquifer there is considered to be a resulting low risk to control waters at the subject site.
- 6.173 No special precautions are required in relation to Radon.
- 6.174 Groundwater strikes were encountered as seepages and what was considered to be water held within the former infilled canal. These were generally encountered between 0.70m and 2.20m bgl. We would recommend that further investigation is undertaken at the junction of the canal to ensure that there is no link to the presence of groundwater and the Rochdale Canal.
- 6.175 For post site remediation, it is recommended that further testing is undertaken so that a risk assessment for Water Pipes in Land Potentially Affected by Contamination can be completed to determine the required protection measures for the incoming water mains.
- 6.176 Ground gas monitoring has confirmed the Site is classed as Characteristic Situation 1 or Green, requiring no gas protection measures. However, a vapour membrane may be required given the potentially volatile nature of the contaminants identified in the infilled soils. This will be subject to additional monitoring and the remediation strategy.

Neighbourhood Amenity

Noise

Policy and Guidance

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

Compliance of the Proposed Development

- 6.180 A Planning Noise Report has been undertaken by Sandy Brown. The Report describes the methods used to assess the impacts; the baseline conditions currently existing at the Site and surroundings; the potential direct and indirect impacts of the Development; and the mitigation measures required to prevent, reduce or offset the impacts and the residual impacts.
- 6.181 The dominant noise sources observed at the Site during the survey were from occasional road traffic noise and constant plant noise from the industrial units located to the north of the Site. Less significant noise sources included construction noise and distant plant noise from other locations. The acoustic noise

pollution from the plant noise to the north has been considered within the Site opportunities and constraints during the design development.

- 6.182 In order to determine baseline noise levels at existing and proposed receptors, a Baseline Noise Survey has been carried out around the Site. Due to the current restrictions due to the COVID-19 pandemic, measured noise levels have been compared to historic noise data in the vicinity of the Site.
- 6.183 The representative background sound levels from the noise survey were LA90,15min 46-49 dB during the day, and LA90,15min 40-49 dB during the night.
- 6.184 Relevant plant noise egress limits have been determined in accordance with the requirements of the Local Authority at the worst affected noise sensitive premises.
- 6.185 Based on the requirements of the Local Authority, the relevant plant noise limits at the worst affected existing noise sensitive premises are LAeq 46 dB during the day, and LAeq 43 dB during the night to Noise Sensitive Properties to the east and south and LAeq 41 dB during the day, and LAeq 35 dB during the night to NSPs to the north and west.
- 6.186 An initial assessment of the proposed plant items associated with the development has been carried out. The proposed plant items are expected to comply with the relevant noise limits. Predicted external ambient noise levels at the residences vary from LAeq 47 to 62 dB during the day and LAeq 40 to 62 dB during the night. Minimum façade sound insulation standards have been determined to achieve the relevant internal noise limits. Mechanical ventilation is proposed to all apartments to provide background ventilation.
- 6.187 Internal limits have been set in commercial and amenity spaces to control noise transfer to the apartments above and to the surrounding noise sensitive receptors. The proposed sound insulation performance of the floor between the commercial spaces and the apartments above is DnT,w+Ctr 53 dB, which is to be achieved with a 250 mm solid concrete slab. If a tenant wishes to generate high operational noise levels, they would be required to carry out sound insulating works to avoid disturbance to other occupants of the building. Measures would typically include installation of sound insulating ceilings and formation of external lobbied doors. These mitigation measures would need to be confirmed with Manchester City Council.

Daylight and Sunlight

Policy and Guidance

- 6.188 Paragraph 123c of the NPPF states that when local planning authorities are considering applications for housing a flexible approach should be applied in policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.
- 6.189 *UDP Policy H2.1* states that the Council will not permit development which will have an unacceptable impact on residential areas.
- 6.190 *Core Strategy Policy DM1* outlines that all development should have regard to effects of amenity including privacy and light.
- 6.191 In encouraging developers to “appreciate scale”, MCC’s Residential Quality Guidance acknowledges that taller buildings can have an impact on the character and atmospheric quality of the spaces immediately around them; affecting light and shadow amongst other things and requiring developers and their design teams to demonstrate how massing and scale have been considered in terms of its impact on the neighbourhood, street and block.
- 6.192 The BRE guidelines entitled *Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice* (2011) provide a recommendation to inform site layout and design. The BRE guidelines outlines that residential properties have the highest expectation for natural light compared to other uses, such as commercial uses.

The BRE Guidelines provide two methodologies for daylight assessment in existing surrounding residential properties, namely; The Vertical Sky Component (VSC); and The No Sky Line (NSL).

- 6.193 The benchmark condition of the site allows for the daylight and sunlight conditions within the neighbouring buildings to be calculated. The assessment of baseline levels to the surrounding properties considers whether a window/room already meets the BRE criteria in the existing scenario only, whilst the BRE guide states that a window/room should not be reduced by any more than 0.8 times its former value (a 20% reduction) in the proposed scenario.

Compliance of the Proposed Development

- 6.194 A Sunlight and Daylight Assessment has been carried out by GIA. An overshadowing assessment has not been undertaken as the Proposed Development is a sufficient distance from Ancoats Green not to impact the sunlight amenity to this area.

- 6.195 The following buildings were considered due to their proximity to the Site and by virtue of meeting the criteria in terms of orientation relative to the Proposed Development:

- Engels House
- Avro House
- 8-24 Navigation Street
- Flint Glass Works

- 6.196 Across all buildings assessed, one 'living kitchen diner' within each of Avro House and Flint Glass Works, which are considered by BRE to have the greatest requirement for daylight, are adversely affected by the Proposed Development. This is less than 5% of all living kitchen diners assessed (41) and 2% of all rooms (97).

Avro House

- 6.197 One 'living kitchen diner' within Avro House, located on the first floor, will not meet the BRE criteria for NSL daylight, and one window to the same room will not meet the VSC daylight criteria. The room is located beneath a balcony and recessed into the building which makes it difficult for daylight to reach the window and penetrate into the room.
- 6.198 In terms of VSC daylight, the window is reduced by 21.8%, which is marginally short of the target reduction of 20% and therefore considered minor given the urban context of the site. Furthermore, there is a second window to the room, and the BRE guide states that, where a room is served by more than one window of similar sizes, the mean VSC can be calculated. The second window to this room will meet the VSC criteria. As such, whilst one window does not meet the BRE target, when the mean VSC is calculated between all windows, the room does. All rooms within the property will therefore meet the VSC daylight target.
- 6.199 The NSL daylight reduction with the proposed development in place is 23.9%, which is marginally short of the 20% target reduction and therefore considered minor. The room will also be left with direct sky light to 70% of its area with the proposal in place, which is considered acceptable for the site's location in a dense, urban area.

Flint Glass Works

- 6.200 With the proposed development in place, this property will full accord with the BRE target criteria for VSC daylight and APSH sunlight.
- 6.201 Three rooms do not meet the criteria for NSL daylight. All of the affected rooms are reduced by between 20-30%, which is marginally short of the BRE target reduction of 20%, and therefore considered minor.

Furthermore, two of the rooms are bedrooms, which the BRE considers having a lesser requirement for daylight than principal habitable rooms such as living rooms and kitchens. Therefore, only a single 'living kitchen diner' is affected by the proposed development.

- 6.202 The 'living kitchen diner' which does not meet the criteria, located on the first floor, is a single aspect room with a deep floorplate in excess of 5m. The BRE guide states that "if an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no skyline may be unavoidable". As such, the design of the room places a burden on the development site to maintain existing light levels, which is difficult given the urban context and emerging height and density in the area. When considering the subject property as one receptor overall, the impact is negligible. The three impacted rooms represent less than 10% of rooms included in the assessment and less than 1% of all rooms overlooking the development site. This is a small proportion of the building overall, and all remaining windows/rooms to the property will be unaffected by the proposed development.
- 6.203 Overall, the surrounding properties will exhibit good levels of daylight and sunlight with the proposed development in place. Where deviations from the BRE target criteria are identified, these are limited and are supported by the NPPG, Manchester Core Strategy and BRE guide.

Air Quality

Policy and Guidance

- 6.204 Chapter 15 of the NPPF *Conserving and enhancing the natural environment*, states at paragraph 170 that planning policies and decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 6.205 Paragraph 181 sets out that planning policies and decisions should sustain and contribute toward compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas or Clean Air Zones.
- 6.206 *Core Strategy Policy EN16* states that "the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principle traffic routes and at Manchester Airport, Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- 6.207 *Paragraph 12.81* continues other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.
- 6.208 Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself.
- 6.209 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

Compliance of the Proposed Development

- 6.210 Hoare Lea has undertaken an assessment of potential construction and operational phase air quality impacts associated with the Proposed Development.
- 6.211 The Site is not located within an Air Quality Management Area. The nearest Air Quality Management Area is located approximately 150m to the north along Oldham Road and covers roads that would be used by the Proposed Development traffic. As a result, the screening assessment for the Air Quality Assessment has been

undertaken with reference to the more stringent indicative criteria within the Environmental Protection UK and Institute of Air Quality Management guidance.

Construction Phase

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

Operational Phase

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

Ventilation

Policy and Guidance

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

Compliance of the Proposed Development

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

- Installing grease-filtered kitchen recirculation fans to mitigate the exhaust of odours to external.
- Ensuring smoke shafts terminate above or away from any emergency escape routes.

TV Reception and Broadband Connectivity

Policy and Guidance

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

Compliance of the Proposed Development

- 6.221 A Baseline Television Reception Survey has been carried out by Pager Power for the Proposed Development prior to the introduction of the Proposed Development in order to record the existing television signal strengths and quality. These test results, used in conjunction with other information recorded during the survey (for example, the existing surrounding buildings), were used to assess the potential impact of the Proposed Development on television reception.
- 6.222 Potential effects on television reception were assessed based on technical modelling in accordance with published guidance. The desk-based analysis was supplemented by a baseline reception survey that took place in the potential interference zones to increase the accuracy of the assessment further.
- 6.223 The study has focused on the reception of VHF (FM) radio and the two television broadcast platforms that could possibly be impacted by the proposed development – digital terrestrial television and digital satellite television services.
- 6.224 The Proposed Development will introduce tall structures that will have a shadowing effect to the south east therefore receiving aerials in the Proposed Development may experience degradation of terrestrial television reception quality. In the event that effects are reported, it is recommended that a reception measurement is undertaken (post-construction) to investigate the likely cause of the interference. If mitigation is required, provision of alternative receiving equipment such as a satellite dish or cable television is likely to be most appropriate solution. No requirement for pre-emptive mitigation has been identified.
- 6.225 On this basis, the Proposed Development is not anticipated to lead to any adverse impact on reception of terrestrial, digital or radio signals.
- 6.226 A Broadband Connectivity Assessment has been carried out by Pager Power for the Proposed Development. The assessment concludes that fibre optic broadband is available at the closest address to the Site and it should also be available at the Proposed Development. The assessment also sets out the Site registration process for ensuring that service to the first property is provided.

Crime and Security

Policy and Guidance

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

Compliance of the Proposed Development

- 6.229 A Crime Impact Statement has been prepared by Greater Manchester Police's Secure by Design team.

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

Summary

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

7. Summary

- 7.1 This Planning Statement (the “Statement”) accompanies an application for Full Planning Permission, submitted to Manchester City Council (MCC), in respect of land bounded by Poland Street to the west, Jersey Street to the south, the City Court Trading Estate to the north, and a surface car park to the east within Ancoats.
- 7.2 The Site comprises a brownfield site of 0.24 hectares. A full description of the Site is provided in Section 3 of this Statement, summarising its history and supportive planning context.
- 7.3 The Proposed Development comprises the erection of an 8-storey residential building and will provide 118 high quality residential dwellings.
- 7.4 The Site, and the wider Poland Street NDF Area, has been largely underutilised for many years and has been earmarked as a priority regeneration area. The proposed productive re-use of the Site is a positive contributor to Ancoats and New Islington’s ongoing regeneration. The height of the Proposed Development is in line with the guidance provided within the NDF.
- 7.5 The Site is in a highly accessible location due to the proximity of a wide range of transport links and the previous use of the Site as a surface car park for contractors does not fully utilise the Site’s locational advantages. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.
- 7.6 The Proposed Development has been designed taking into consideration a range of housing needs including families, through the provision of one, two, three bed apartments. This will contribute to meeting the Manchester’s annual housing need as stated in Core Strategy Policy H1, Overall Housing Provision and the Manchester Residential Growth Strategy. Core Strategy H4 East Manchester states that c. 30% of new residential development will be provided within East Manchester and priority will be given to family houses and other high value, high quality development. The increased housing provision will in turn support Manchester’s future economic growth.
- 7.7 A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Historic England, Greater Manchester Police and the wider community.
- 7.8 The Proposed Development has been designed to respond to the surrounding area and context. The historic character of the area has been respected and referenced through the reintroduction of the street grid and the choice of materials.
- 7.9 A detailed assessment of the proposals has been undertaken against adopted planning policy as set out in Section 6 and Appendix A of this Statement. The Proposed Development is consistent with the aims and objectives of the Development Plan and is further justified in the context of other material considerations, including the NPPF and measures taken to mitigate any identified impacts.
- 7.10 Overall, the Proposed Development is in accordance with policies and guidance at both local and national levels. Additionally, the Proposed Development is supported by the relevant material considerations. The proposals have been assessed in detail within the following section of this document, where any deviation from the principles of the Development Plan has been fully justified.

Appendix A: Planning Policy Summary

National Planning Policy

This Section of the Statement sets out the assessment of the scheme, as described in Section 4, against the key requirements of Planning Policy and Material Considerations, as set out in Section 5 of this Statement and provided in full within Appendix A to this Statement.

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

National Planning Policy Framework (2019)

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

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

Achieving Sustainable Development

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

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

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

Paragraph 19 confirms the government's commitment to ensure the planning system does everything in its power to support economic growth and not act as an impediment to it. Paragraph 20 requires local planning authorities to plan proactively to ensure that sufficient provision has been made for housing developments, and Paragraph 21 emphasises that planning should not over-burden investment in business and should seek to address potential barriers to investment.

Section 5 (Paragraphs 59 to 79) discusses the need to 'deliver a sufficient supply of homes. The NPPF notes that the size, type and tenure of housing should be assessed to ensure that housing needed for different groups is provided in the community.

Section 12 (Paragraphs 124 to 132) focuses on achieving well-designed places. Paragraph 124 notes that good design is a key aspect of sustainable development and should contribute positively to making places better in which to live and work and helps to make development acceptable to communities.

The proposals for Eliza Yard are fully in accordance with the policies supporting economic growth. The development will facilitate the ongoing regeneration of the area and build on the success of Ancoats and New Islington. In addition, the development will be well-designed and attractive.

Core Planning Principles

The NPPF establishes a set of core planning principles, which underpin both plan-making and decision-taking. These set out that planning should:

- a) be prepared with the objective of contributing to the achievement of sustainable development;
- b) be prepared positively, in a way that is aspirational but deliverable;
- c) be shaped by early, proportionate and effective engagement between plan makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- e) be accessible through the use of digital tools to assist public involvement and policy presentation; and
- f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

Paragraphs 80 and 81 state that the Government is seeking to ensure that the planning system does everything possible to support sustainable economic growth, and Local Planning Authorities should plan proactively.

The proposals will reinvigorate a brownfield site and more fully utilise the Site's strategic location to a number of key transport hubs and to a wide range of social infrastructure. The proposal will deliver a high-quality residential development in a location which meets the needs of a range of households including workers moving to Manchester.

In addition, the proposals were presented to the community using an online consultation website which was easy to navigate and accessible to all. Consultation was also undertaken with other bodies including Historic England and Greater Manchester Police.

Building a Strong, Competitive Economy

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

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

The proposal to fully utilise the brownfield site provides an opportunity to meet the identified demand in the market for new high-quality residential accommodation, as detailed in Chapter 2. The residential property market has a considerable effect in making the City an attractive destination.

Achieving well-designed places

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

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

In line with NPPF design policy, the proposed development has been the subject of significant design consideration and evolution. As evidenced in the Design and Access Statement, the sensitive approach to Ancoats Conservation Area has involved referencing the historical significance of the area through the materiality and form.

The redevelopment of the brownfield site will also enhance the overall amenity of the area of which the current state of the Site detracts from. The ground floor of the proposals has been carefully designed to animate the streetscape.

Meeting the Challenge of Climate Change

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

- shape places in ways that contribute to radical reductions in greenhouse gas emissions,
- minimise vulnerability and improve resilience,
- encourage the reuse of existing resources, including the conversion of existing buildings, and
- support renewable and low carbon energy and associated infrastructure.

Careful consideration has been given to the long-term sustainability of Eliza Yard. The Proposed Development seeks to repurpose a brownfield site which is currently underutilised and bring it back to full economic use. The development of previously developed land is a core tenant of sustainable development.

In addition, central to its sustainability is the need to reduce the development's overall impact CO2 emissions and impact on climate change whilst also improving the building thermal performance and overall energy efficiency.

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

The Application is supported by a range of documents including an Energy Statement and Environmental Standards Statement. The ESS highlights that the dwellings of the Proposed Development can achieve an overall 31% improvement over Part L 2013, based on the Part L 2020 consultation paper (anticipated to take effect in 2021). The current design shows a reduction in CO2 emission from the notional building Part L Assumptions in accordance with the MCC requirement of 15% improvement over Part L 2010 (9% improvement over Part L 2013). The development proposes a large amount of roof mounted PV arrays, further reducing the carbon emissions of the building.

The impact of Climate Change on the Proposed Development has also been considered. According to the Environment Agency's Flood Risk Map, the site is located within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding). In accordance with the National Planning Policy Framework, new development should be steered towards area with the lowest risk of flooding. Land within Zone 1 is considered to be suitable for a range of development, including residential. SuDs have been incorporated into the design where possible in order to minimise surface water run-off. The Flood Risk and Drainage Strategy noted that surface water discharge will be controlled by a flow control chamber, restricting the maximum flow to 5l/s for storm events up to and including the 1 in 100 year +40% climate change event.

Conserving and enhancing the historic environment

Chapter 16 sets out that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. When determining a planning application, the local planning authority should take account of the desirability of sustaining and enhance the significance of heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

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

As outlined in Section 5, the NPPF at Paragraph 196 sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The Proposed Development clearly results in less than substantial harm to the conservation area and nearby heritage assets as confirmed above and in the Heritage Statement. A number of public benefits will occur as a result of the development and these are set out at Paragraph 6.94.

Local Planning Policy

Manchester Core Strategy (July 2012)

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

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

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

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

Core Strategy Policy	Justification
Policy CC1 Primary Economic Development Focus - City Centre and Fringe – Within the City Centre a variety of high-quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high-density buildings.	The proposed residential use includes a mix of dwelling sizes and types to cater to a range of households. These include 118 units as a mix of: • 38 x 1 bed (32%) • 72 x 2 bed (63%) • 8 x 3 bed (5%) This proposed high density and high-quality development is located within the City Centre, thus according with policy CC1.
Policy CC5 Transport - The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Proposals will be	The Site is accessible by a choice of means of transport. The Proposed Development includes 118 residents' cycle spaces. The results of the operational phase traffic screening assessment indicate that the Proposed

Core Strategy Policy	Justification
supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles.	Development will result in an overall reduction in vehicle trips when compared to the existing use. Two on-site disabled car parking spaces have been included. The Mobility Hub development that is also being brought forward within the Ancoats and New Islington NDF Area will provide sustainable transport choices, smart logistics and other shared neighbourhood services, including 30% parking provision for Eliza Yard. Whilst the Mobility Hub will provide facilities for the whole neighbourhood, the applications will be able to proceed independently
Policy CC10 A Place for Everyone - The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.	The building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. For further information regarding accessibility through design, please refer to the Access Chapter in the Design and Access Statement.
Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The Site is located within the Ancoats and New Islington Poland Street zone area. The Site is located within a conservation area; however, the quality of the conservation area is eroded within this location. New development should take maximum advantage of the area's key assets – its heritage, canal side settings and public spaces.	The Proposals respond to the character area through providing a high-quality building that follows the design principles set out in the Ancoats and New Islington NDF. As established within the NDF there is the desire to expand on the success of Ancoats and create a live work neighbourhood. Further information on the approach taken to design the scheme is provided within the accompanying Design and Access Statement prepared by Buttress.
Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.	An Environmental Standards and Energy Statement has been prepared by Buro Happold. The Statement demonstrates how the proposals contribute to sustainable development in Manchester and seek to mitigate the environmental impacts of the scheme. In addition, the statement outlines the energy saving measures that will be considered and also outlines which on-site renewable techniques could be appropriate if considered necessary.
Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.	An Environmental Standards and Energy Statement has been prepared by Buro Happold and is submitted in support of the application which sets out the planned energy reduction measures for the Proposed Development and addresses the requirements of Policy EN6. The current design shows a reduction in CO2 emission from the notional building Part L Assumptions in accordance with the MCC requirement of 15%

Core Strategy Policy	Justification
	improvement over Part L 2010 (9% improvement over Part L 2013). The report also highlights that the dwellings of the Proposed Development can achieve an overall 31% improvement over Part L 2013, based on the Part L 2020 consultation paper and Government response from January 2021 (anticipated to take effect later in 2021). These changes reflect updated SAP calculations and reflect the decarbonisation of the National Grid.
Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	Appendix B and C (Green and Blue Infrastructure Statement and Climate Emergency Response) submitted in support of the application set out in detail how the Proposals will be adaptable to climate change in terms of its sustainable design and construction.
Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.	The application is supported by a Site Waste Management Strategy prepared by Buttress. This strategy sets out the arrangement for collection of general and recyclable waste within the residential development. It also outlines the waste strategy for the ground floor commercial units.
Policy H1 Housing - Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester.	The Proposed Development is residential led, delivering 118 new homes, and is considered to be high density, which is suitable given the location. The proposal will reinvigorate a brownfield site and more fully utilise the Site's strategic location to a number of key transport hubs and to a wide range of social infrastructure. The proposal will deliver a high-quality residential development in a location which meets the needs of a range of households including workers moving to Manchester.
Policy H8 – Affordable Housing - The following requirements for affordable housing or an equivalent financial contribution currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.	The policy is clear that Affordable Housing requirements should reflect the development as a whole and that economic conditions are a relevant factor to consider. It is also clear that exemption from Affordable Housing provision is acceptable in certain circumstances where specific material considerations are relevant. The Applicant believes that these material considerations are evident in the Eliza Yard scheme, as outlined below: • A Financial Viability Assessment has been submitted as part of this planning application. This will be independently reviewed by the Local Authority, but it is the Applicant's assertion that the scheme is not viable with an Affordable Housing contribution. • The Proposed Development forms a key part of the Poland Street Zone NDF. As a key priority for growth in Manchester, the Framework outlines principles for development in the area. It also sets a number of planning and regeneration goals.

Core Strategy Policy	Justification
Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include: • There is a very high level of affordable housing in the immediate area; • There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes; • Affordable housing would be prejudicial to the diversification of the existing housing mix. • The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes; • It would financially undermine significant development proposals critical to economic growth within the City; • The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability; • There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.	Subsequently, it is considered that the Proposed Development is in accordance with Policy H8.
Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy.	A Framework Travel Plan has been prepared by Hydrock and includes measures to help reduce reliance on the private car as well as other initiatives to encourage the use of sustainable travel modes.
Policy T2 Accessible Areas of Opportunity and Need – The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate	The application is supported by a Transport Statement, prepared by Hydrock, which concludes that development will result in a reduction the trip generation of the Site as the Proposals will reduce vehicle movements. A Framework Travel Plan has also been included within the application submission to identify measures to reduce the use of a private car. The Site is extremely accessible by a range of public transport modes, including bus, Metrolink and rail.

Core Strategy Policy	Justification
Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.	
Policy DM1 Development Management - All development should have regard to the specific issues including effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	The application is supported by reports in relation to Noise, Transport, Waste Management. The application is also supported by a Crime Impact Statement. These reports assess the impact of the Proposed Development upon the local environment, recommend mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users.

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

Principle	Justification
To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice.	The proposed residential use includes a mix of dwelling sizes and types to cater to a range of households. These include 118 units as a mix of: ▪ 38 x 1 bed (32%) ▪ 72 x 2 bed (63%) ▪ 8 x 3 bed (5%) This proposed high quality development will include attractive landscaping which will be well managed to ensure that the development contributes to the continued success of the Ancoats area.
Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings. The quality of the wider mix of uses in the area should be carefully managed. Start-up businesses and independent operators should be encouraged through flexible leasing strategies, as well as established operators. For build-to-rent schemes there is potential to incorporate space at the ground floor of buildings which starts life in residential use before converting to commercial use in the future as population and activity in the area builds up over time.	Commercial floorspace will be provided at the ground floor of the Proposed Development. This will provide opportunities for a wider mix of uses within the neighbourhood and will assist in creating a Live Work neighbourhood as set out within the NDF.
New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canal-side settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.	The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station).

Principle	Justification
New development should contribute towards the creation of a neighbourhood that is spatially integrated. This should be: across the neighbourhood as a whole; with the city core, the Northern Quarter and Piccadilly; and, with existing and emerging communities that adjoin the site including Miles Platting and the emerging Northern Gateway communities.	As set out in the Framework Travel Plan, residents will be encouraged to travel into neighbouring areas using through sustainable modes. The Proposed Development will be part of a wider public realm strategy in the future which will improve the experience of the neighbourhood as a whole for residents and visitors.
New development should not be considered in isolation but contribute towards a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.	
Creating a spatially integrated neighbourhood will require enhanced north south connections back to the city centre core and improved inter-radial (east-west) connectivity for pedestrians and cyclists.	The Proposed Development will enhance connections through the neighbourhood through redeveloping a prominent, vacant site for residential development.
A specific objective in this regard will be to recognise key neighbourhood connectors which intuitively influence movement patterns through the area, and in so doing, to assist in defining those key connections via well considered, high quality and consistent public realm works that create attractive and free flowing pedestrian and cyclist orientated routes. Options to address the current issues of rat running should also be considered.	The Site occupies a key corner on Poland Street / Jersey Street and provides active frontages across both streets and could act as a catalyst for further development activity in this part of Ancoats. The Proposed Development includes a landscaped courtyard for residences alongside a managed grassland amenity space at its north-eastern boundary. It is noted that a Poland Street Zone Public Realm Strategy is being developed by MCC which will promote a permanent landscaping scheme across the neighbourhood. The Proposed Development only includes two on site car parking spaces so will lead to minimal trips from the development onto the highway network.
New development should also promote connectivity to the Ashton and Rochdale Canals. These routes should be treated as key linkages as well as a leisure and amenity resource.	The green link that is proposed to the east of the Site will encourage residents and visitors to the area to travel down towards the Rochdale Canal.
Opportunities to retain and enhance both shorter- and longer-range views across the 3 areas should be carefully considered, in contributing to a more connected and cohesive neighbourhood.	The existing Site lacks a sense of place and is currently a surface car park. An impact on key views has been presented within the Heritage Statement and, overall, it is considered that the Proposed Development is acceptable in heritage terms. Overall, the Proposed Development will improve the Site's appearance and facilitate improved connection through the neighbourhood.
To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality.	The Proposed Development has responded to its context within the Ancoats Conservation Area, as described earlier in this Statement. In particular, the area's historic past as a centre for glass manufacture has informed the external appearance of the building through the choice of green, profiled terracotta rainscreen cladding as a prominent materiality and the inclusion of detailing in metal-work and on doors at ground floor.

Principle	Justification
New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines.	An overarching public realm strategy is being progressed by MCC to deliver the aspirations of the NDF. This is currently at an early stage of development and there is no timeline for when this will be completed. Manchester Life have been in close dialogue with MCC to understand the latest position as this develops.
Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area. New areas of public realm should provide amenity for residents and employees in the area. Public realm design should seek appropriate opportunities to celebrate the historic features of the district which define its special character.	As it is unclear when the public realm strategy will be completed there is a need to develop an interim solution for landscaping for residents at the north eastern boundary. The interim design comprises a grassed area that will be accessible via a link to Jersey Street. In addition to the above, pavements around the Site will be improved. Permanent public realm works may be proposed by Manchester City Council as part of a neighbourhood wide landscaping masterplan at a later stage; however, the interim design proposed as part of this planning application will be of high quality. MCC and Manchester Life will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop. The Proposed Development includes ground floor commercial units that present active frontages on both Jersey Street and Poland Street.
New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. This may include on-site solutions or off-site solutions where site constraints and viability considerations dictate (e.g. listed buildings). On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.	The Poland Street Zone seeks to embrace low car usage policies consistent with an accessible city centre location. Full details of the non-car transport modes are provided in the Transport Assessment. The Proposed Development includes limited parking provision on the Site (2 disabled parking bays and 1 loading bay). The Site is in a highly sustainable location with numerous public transport hubs within reasonable walking distance. The Mobility Hub development that is also being brought forward within the Ancoats and New Islington NDF Area will provide sustainable transport choices, smart logistics and other shared neighbourhood services, including 30% parking provision for Eliza Yard. Whilst the Mobility Hub will provide facilities for the whole neighbourhood, the applications will be able to proceed independently.
To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of "Secured by Design."	Consultation has taken place with the Secure by Design Team at Greater Manchester Police. The Proposed Development has been designed in line with the recommendations from Greater Manchester Police as set out in the Crime Impact Statement also submitted with this application.

Principle	Justification
A sustainable development, both by maximising its locational advantages and proximity to public transport nodes and through building design.	The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station). There is also an extensive amount of new cycle parking provision within the Proposed Development with 118 cycle parking spaces proposed at the Site, representing a 1:1 cycle space to apartment ratio. The Mobility Hub development that is also being brought forward within the Ancoats and New Islington NDF Area will provide sustainable transport choices, smart logistics and other shared neighbourhood services, including 30% parking provision for Eliza Yard. Whilst the Mobility Hub will provide facilities for the whole neighbourhood, the applications will be able to proceed independently.

Appendix B: Green and Blue Infrastructure Statement

Green and Blue Infrastructure

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

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

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City’s communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	An overarching public realm strategy is being progressed by MCC to deliver the aspirations of the NDF. This is currently at an early stage of development and there is no timeline for when this will be completed. Manchester Life have been in close dialogue with MCC to understand the latest position as this develops. As it is unclear when the public realm strategy will be completed there is a need to develop a solution for landscaping for residents at the north eastern boundary. The design comprises a grassed area that will be accessible via a link to Jersey Street. In addition to the above, pavements around the Site will be improved. Further public realm works may be proposed by Manchester City Council as part of a neighbourhood wide landscaping masterplan at a later stage; however, the design proposed as part of this planning application will be of high quality. MCC and Manchester Life will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop.

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

Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing Green and Blue Infrastructure, to maximise the benefits it delivers.	The Proposed Development will involve the redevelopment of a previously developed site and will unlock access to green and blue infrastructure through the provision of a green space.
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	The Proposed Development will support the regeneration of East Manchester and Ancoats and New Islington. New development in this location will reinforce the Rochdale Canal as a blue infrastructure asset. The proposed new public realm and landscaping seeks to create an attractive and pedestrian friendly environment that is accessible to all, including the new residents.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	The interim design comprises a grassed area that will be accessible via a link to Jersey Street. In addition to the above, pavements around the Site will be improved. Permanent public realm works may be proposed by Manchester City Council as part of a neighbourhood wide landscaping masterplan at a later stage; however, the interim design proposed as part of this planning application will be of high quality. MCC and Manchester Life will continue to discuss requirements and working arrangements for a permanent landscaping design as these develop. Overall, the Proposed Development will enhance pedestrian connectivity, access and perception of safety by creating a quality streetscape.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	The benefits derived through the Proposed Development will help to create a level of understanding and respect for Manchester's Green and Blue Infrastructure assets. The improved streetscape, pedestrian linkages and allotments will encourage people to walk around the building. Many residents and visitors of Manchester highly value the New Islington Marina and Cotton Field Park that is located close to the Site. This is due to a number of reasons including increased footfall, public realm improvements and its connection to the City Centre that have occurred primarily as a result of new development. Much like the New Islington Marina, the Rochdale Canal can reap the same benefits. The canal network plays a key part of Manchester's rich history and therefore needs

Objectives established to enable the vision to be achieved:	Response:
	to be protected. In future, the canal will be subject to its own public realm and other associated improvements, including Bee Lines Network improvements. Before its upgrade, the Proposed Development will reactivate a portion of the canal through a high-quality design and associated landscaping to create an interesting and attractive place to live or visit that people will appreciate, enjoy and therefore want to protect and maintain. In addition, the nearby Ancoats Green will benefit from additional use and increased surveillance against potential anti-social behaviour. As people grow increasingly concerned with the need to take responsive action to Climate Change, new development needs to be more innovative and sensitively designed to reduce its impact. The Proposed Development will increase people's awareness of the importance of Green Infrastructure with the proposed tree line streets.

Appendix C: Climate Emergency Response

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

The Framework sets four overarching objectives as described below:

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

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

Priority actions

Priority Action 1 – Buildings

New buildings

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

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

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

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

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

- By incorporating passive and low energy design measures, the development proposes to better the current Part L 2013 by a minimum of 9%, which is equivalent to 15% over above the Part L 2010 standard.
- A ‘Fabric First’ approach to developing an efficient, low carbon, comfortable and healthy homes, with heat loss due to building fabric and air leakage being reduced to a minimum. This follows the stages of the Energy Hierarchy.

- The Proposed Development includes a large amount of roof mounted PV arrays, further reducing the carbon emissions of the building.
- The dwellings of the Proposed Development can achieve an overall 31% improvement over Part L 2013, based on the Part L 2020 consultation paper (anticipated to take effect in 2021). The Government response to the Future Homes Standard: 2019 Consultation on changes to Part L and Part F of the Building Regulations for new dwellings, issued in January 2021 confirms this target of 31% over current regulations.

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

Priority Action 2 – Renewable Energy

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

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

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

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

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

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

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

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

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

Priority Action 3 – Transport and Flying

The five headline actions the Framework promotes taking are:

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

■ Flying

The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It also within walking distance of Manchester Piccadilly (a key regional mainline rail station). There is also an extensive amount of new cycle parking provision within the Proposed Development with 118 cycle parking spaces proposed at the Site, representing a 1:1 cycle space to apartment ratio.

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

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

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

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

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

Priority Action 4 – Food

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

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

Priority Action 5 – The things we buy and throw away

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

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

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

Priority Action 6 – Green infrastructure and nature-based solutions

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

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

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

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

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

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

Conclusion

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

Deloitte.

Real Estate

This report has been prepared for Manchester Life Development Company 2 Limited on the understanding that it will be made publicly available.

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

No party other than Manchester Life Development Company 2 Limited is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

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

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

© 2021 Deloitte LLP. All rights reserved.