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1. Introduction

- 1.1 This Statement of Consultation accompanies an application for Full Planning Permission and Demolition within a Conservation Area, submitted to Manchester City Council (MCC) by Manchester Life Development Company 3 Limited (the ‘Applicant’, hereby referred to as ‘Manchester Life’), in respect of land bound by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east in Ancoats, Manchester.
- 1.2 The proposed residential-led development comprises 190 dwellings (Use Class C3), ground floor commercial floorspace (Use Classes E(a), (c), (g)(i)) and ancillary amenity space within two 8 storey buildings, alongside car and cycle parking provision, hard and soft landscaping, access and servicing and other associated works (the “Proposed Development”).
- 1.3 This Statement sets out in detail the pre-application consultation that has been undertaken, the feedback received and how that has been considered and addressed within the final proposals, where appropriate.
- 1.4 The following documents have been included within this report as evidence to support the statements that have been made:
- Site Location Plan (Appendix 1);
 - Ancoats and New Islington Strategic Consultation Summary (Appendix 2);
 - Consultation boundary (Appendix 3);
 - Consultation leaflets (Appendix 4); and
 - Consultation web pages (Appendix 5);

The Site

- 1.5 The Site is bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf and Flint Glass Works to the west and grassland to the east. The Site boundary extends to 0.54 hectares. A location plan is enclosed with this letter within Appendix 1 for the purposes of identification.
- 1.6 The centre of the Site is currently vacant and comprises hardstanding, and along the eastern boundary there is grassland. There is a limited amount of low-quality shrubland along the Site’s boundary. The Site is currently partially fenced off restricting access. The western portion of the Site comprises a low-rise warehouse and associated car park with a mixture of shrubs of and a small number of trees of moderate quality.
- 1.7 A historic infilled canal arm, Prussia Street Arm, is currently present at the Site on a north south axis which crosses under the original stone bridge on Jersey Street. As such the level on Jersey Street rises by approximately 2 meters along its length in both directions. However, an application was made in April 2022 for the re-leveling of the bridge and removal of the black poplar tree as part of the wider public realm initiatives in the Poland Street Neighbourhood Development Framework (NDF) area (application ref. 133406/VO/2022).
- 1.8 The Site is located within the Ancoats Conservation Area; however, the quality is degraded in this part of the Conservation Area. The nearest listed asset to the development Site is the Grade II Listed Union Street Bridge, located approximately 87.3m to the south west of the Site.

- 1.9 The Site is located within Flood Zone 1, which means that there is less than 0.1% chance of flooding per annum. It falls within a Critical Drainage Area as prescribed by the Manchester, Salford and Trafford Strategic Flood Risk Assessment.
- 1.10 The Site is within the administrative boundary of Manchester City Council. The Manchester Core Strategy was adopted in July 2012 and is the key, overarching Development Plan Document.
- 1.11 The Site is located within the Ancoats and New Islington area. 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.
- 1.12 In July 2020, Manchester City Council endorsed a refreshed NDF which focused on the Poland Street Zone in Ancoats (within which the Site is located) and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs. The 2020 NDF states that the Poland Street Zone will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice. It will be a low car use area with high levels of cycle parking.
- 1.13 In March 2022, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council's Executive. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'. It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood.
- 1.14 A full summary of the Site context is set out in the Planning Statement submitted with this application.

The Proposals

- 1.15 In summary, the proposals will include:
- 190 residential apartments (Use Class C3) with a mix of one, two- and three-bedroom properties;
 - 623 sq. m. of commercial floorspace suitable for shops; financial and professional services; offices; or, space other appropriate services in a commercial, business or service locality (Use Class E);
 - Ancillary amenity space within two 8-storey buildings;
 - Landscaping, access and servicing and other associated works; and,
 - 190 secure cycle parking spaces.
- 1.16 The formal description of development contained within the planning application form states:
- "Application for Full Planning Permission for demolition of existing structures and the erection of two 8 storey residential buildings (Use Class C3) with ancillary amenity space and ground floor commercial uses (Use Class E), together with cycle and car parking, hard and soft landscaping, access and servicing arrangements and other associated works."**
- 1.17 Full details of the Proposed Development are contained with the Planning Statement (incorporating Green & Blue Infrastructure Statement) submitted with the Application, in addition to the Design and Access Statements prepared by PRP.

Pre-Application Consultation

- 1.18 A 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.

Public Consultation

Neighbourhood Development Framework 2020 Consultation

- 1.19 The Ancoats and New Islington (A&NI) NDF was originally endorsed by the City Council's Executive in 2014 and updated in 2016. Most recently, a draft refreshed A&NI NDF was submitted to the City Council's Executive in February 2020 that guides the next phases of regeneration with a particular focus towards the Poland Street Zone and the Central Retail Park.
- 1.20 Initially, consultation was scheduled to run from 4 March to 15 April 2020 with two public consultation events due to take place within March but as a result of the impact of COVID-19 it was cancelled. A revised consultation programme ran between 4 March and 15 May 2020 and was undertaken by staff from the Strategic Development Team at Manchester City Council with support from external consultancy firm Counter Context Limited. The following consultation methods were used:
- An updated Ancoats and New Islington consultation web page on the manchester.gov.uk website, providing details of the draft updated Ancoats and New Islington NDF relating to the Poland Street Zone and download links to the relevant documents with a dedicated feedback form to submit comments.
 - Letters to all local residents (465 addresses) within the Framework Area consultation boundary.
 - Letters to local businesses within the Framework area registered on the Manchester City Council Business Rates Database
 - Letters to property and landowners delivered to all freehold and leasehold interests registered at the land registry within the consultation boundary area. All letters provided web-link details to the consultation page as well as details of the planned consultation events.
 - Consultation notification emails to key public and statutory stakeholders.
 - Consultation notification emails to non-statutory stakeholder groups including community groups.
 - Press release and news articles on the manchester.gov.uk website, supported by social media.
 - A dedicated email address and telephone information line.
- 1.21 In summary, a total of 130 responses were received, and the website attracted 3,615 visits. 119 responses were via the online questionnaire and a further 11 responses were via email. The feedback that was received was largely positive and can be summarised into the key themes below:
- Strong support of the vision and priorities contained within the draft NDF update and the strategy to maximise opportunities for future development;
 - Strong support for the proposals linked to reduced car use and improved connectivity and pedestrian and cycle routes through the area;
 - Further comments were made in relation to car parking and how this is managed in terms of on street parking and centralised parking provision to service the area and support businesses and residents;

- Strong support for the objectives of maintaining the character and conservation status of the area and ensuring that appropriate consideration is given to this in future developments;
- Highlighting the need for flood management and sustainable drainage solutions where appropriate;
- Highlighting the need for design to positively address the waterways corridor and link to wider green and blue networks;
- Highlighting the need to consider flexibility on building massing and heights at certain locations in the area;
- Support for the delivery of affordable housing across a range of typologies and tenures;
- Highlighting the need to ensure live work mix is balanced appropriately to ensure that either use is not detrimental to the other;
- Support for potential of green streets and open green spaces that could be used for a variety of activities. However, concern was expressed about the possible loss of public open space at Ancoats Green.

Ancoats and New Islington Regeneration Consultation 2020 - 2021

- 1.22 The application known as Jersey Wharf is one of six sites which has been identified for the next phase of development in the Ancoats and New Islington neighbourhood: Jersey Wharf; Eliza Yard; the Ancoats Mobility Hub; Downley Drive; Ancoats Dispensary and Rodney Street. Eliza Yard, the Ancoats Mobility Hub, Downley Drive and Ancoats Dispensary were further ahead in their design programme than Jersey Wharf and Rodney Street, however this consultation included all the sites to comprehensively explain the next major phase of regeneration that was going to take place in Ancoats and New Islington.
- 1.23 Due to the impact of COVID-19, opportunities for face-to-face engagement have been significantly impacted. Therefore, public consultation was undertaken virtually in the form of an online consultation web page.
- 1.24 Public engagement was undertaken through a two-phase consultation process. The first phase of consultation with local residents and businesses took place from December 2020 to January 2021 and provided an opportunity for the community to provide feedback to ensure local priorities and concerns were addressed as plans develop. The second phase of consultation for each scheme took place accordingly to individual submission programmes and provided another opportunity for public engagement with more detailed proposals for each of the schemes; and took place between April 2021 to April 2022.
- 1.25 The objectives for pre-application engagement for the next phase of development at Ancoats and New Islington were to:
- Communicate the vision for the next phase of development at Ancoats and New Islington and generate support for each of the new developments being proposed;
 - Gather feedback on the key issues and addressing any potential concerns that relate to the proposed developments; and
 - Make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.

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

- November 2020: approximately 4,600 leaflets (Appendix 4) were delivered to the local businesses and residential community to notify them of the intention to redevelop the 6 sites and directing recipients to the website. In addition, the consultation was publicised by social media and a press release.
- December 2020 – January 2021: the consultation ran for five weeks between 8 December 2020 and 11 January 2021. Over the 5-week consultation period the website (Appendix 5) received 2,007 visitors and 102 responses were submitted. 91% of the respondents were local residents.
- February 2021: following the completion of the consultation on 11 January the website was updated to include a summary of the consultation comments (Appendix 2) that were received and an explanation of how the proposals will evolve in response to the comments. The wider public were notified about the consultation through a press release in local media outlets as well as a social media post that were both made on 1 December 2020.

1.27 Although no specific questions were asked about Jersey Wharf, the consultation provided useful insight of the overall priorities for the area. These have been summarised below.

- Several respondents thought there was not enough public realm and green space, and this should be made a priority.
- Several requests for commercial ground-floor uses such as shops, pubs, restaurants and other facilities to create a 'high-street' feel. Respondents stated that small independent businesses should be prioritised.

Requests for high quality materials which maintain the heritage of the area.

Poland Street Zone Public Realm Strategy – Neighbourhood Development Framework Addendum

1.28 In March 2022, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council's Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'. It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night.

1.29 The Public Realm Strategy is a material consideration for all future planning applications within the Poland Street Zone. Additionally, one of the Character Spaces identified within the Poland Street Zone Public Realm Strategy is the Prussia Street Arm Greenway, which is located to the east of Jersey Wharf, therefore the design of Jersey Wharf would have to consider the alignment of the Greenway.

1.30 A public consultation programme ran between 31 January and 27 February 2022 and was undertaken by staff from the Strategic Development Team at Manchester City Council with support from external consultancy firm Counter Context Limited. The following consultation methods were used:

- A Poland Street Zone Public Realm Strategy consultation web page on the www.manchester.gov.uk website, providing details of the draft Poland Street Zone Public Realm Strategy, download links to

all relevant documents, and online feedback from a dedicated email and phoneline for comments and feedback;

- 2,742 leaflets were sent via Royal Mail standard delivery to all land and property owners and residents within the study area, promoting the availability of online material and encouraging feedback;
- Two drop-in events were held on 14 February 12 – 2.30pm and 5 – 7pm at Halle St Peters. These were joint consultation events with the “This City” Rodney Street scheme.
- The Leader of the Council and the Executive Members for Housing and Regeneration and local Members were briefed by the Director of Growth and Development and the interim lead for the Eastern Gateway;
- A press release was circulated to relevant business pages and media organisations to promote the start/end of the consultation period and the drop in events that were scheduled;
- Social media accounts were used to promote both the online consultation and the drop in events;
- An email briefing and link to the Poland Street Zone Public Realm consultation web page was provided to key public and statutory stakeholders; including Homes England, Transport for Greater Manchester; Historic England, United Utilities, The Environment Agency, Greater Manchester Fire and Rescue Service and Greater Manchester Police;
- One to one briefing sessions were held with key Manchester City Council departments including Planning, Highways, Neighbourhoods, Park, and Public Realm team;
- One to one briefing sessions were held with developers and landowners in the area and they were also invited to attend the drop in events and the public realm consultation materials was also shared with all parties.

1.31 In summary, a total of 88 responses were received, including 81 responses from the general public, 2 responses from landowners/developers and 5 responses from statutory stakeholders. The feedback that was received was largely positive and can be summarised into the key themes below.

- Transport and Movement - the amended street hierarchy and approach to traffic management and reduction of rat running through the area was welcomed
- Ancoats Green and Green Space - improvements to Ancoats Green and the establishment of the park as the “green heart” with a clear pedestrian link to Jersey Street and the Rochdale Canal were supported, with the caveat that existing trees were retained, and the size of the green was not reduced
- Ancoats Mobility Hub - there were a number of comments in relation to the Ancoats Mobility Hub, albeit not part of the consultation residents expressed some concern about the long-term use of this site in the centre of Ancoats.
- Amenity provision - there was a number of comments regarding the provision of amenities in the area to reflect the areas growth and the influx of residents in recent years
- Trees - concern was expressed regarding the potential of trees being removed as a result of the strategy and there were particular comments regarding the retention of mature trees. The City Council will look to replace and replant at least 2 trees locally for every tree that may be lost

- Crime and Anti-social behaviour -respondents requested further information on the measures being taken to address crime and antisocial behaviour in Ancoats, including requesting further safety measures are introduced such as CCTV and more street lighting

Ancoats and New Islington Regeneration Consultation – Site Specific Consultation: Jersey Wharf

- 1.32 Following the first phase of stakeholder and public consultation process, formal feedback was collected and was used to amend the design proposals in light of the comments received from respondents for each of the sites coming forward at Ancoats and New Islington. As there were no COVID-19 restrictions an in-person consultation event was able to take place alongside the online consultation. The objectives for the second phase of consultation were to:
- Continue to communicate the next phase of development at Ancoats and New Islington and generate support for each of the new developments being proposed;
 - Present the developed design proposals for Jersey Wharf, illustrating how the feedback received from the first phase of consultation was taken into consideration to secure continued feedback from members of the public and key stakeholder and interest groups in order to positively update and amend the proposed development.
 - Continue to gather feedback on the key issues and addressing any potential concerns that relate to the next phase of developments; and
 - Continue to make people aware of the timescales for development and keep them informed about progress with regard to the development of the proposals.
- 1.33 The following activities, set out in detail in Section 3 of this Statement, have been undertaken with the public to support this overall ambition for the consultation process:
- **21 March 2022:** approximately 4,600 leaflets (Appendix 4) were delivered to local residents and businesses providing an introduction to the proposals and encouraging residents to contribute to the consultation by providing feedback via the online form on the consultation website, or via the dedicated consultation inbox or telephone line. Additionally, it provided information on the drop-in consultation event and invited local residents to attend.
 - **21 March – 10 April 2022:** the consultation ran for no. 21 days between 21 March 2022 and 10 April 2022. Over the consultation period the website (Appendix 5) received 859 unique visitors and 22 responses were submitted, alongside 1 separate email.
 - **22 March 2022:** key groups and organisations within the Ancoats community were issued emails notifying them of the consultation and inviting them to attend the drop-in session. This included Friends of Ancoats Green, Walk Ride Manchester, Royal Mills Residents Association and Ancoats Food & Beverage Network. Additionally, those who asked to be kept updated on the proposals during the previous phase of consultation were also issued emails informing them of the consultation and inviting them to the drop-in session.
 - **31 March 2022:** An in-person drop-in session took place on 31 March 2022 at Halle St Michael's in Ancoats between 3.30pm and 7.30pm. Of the 24 who attended the event, 14 completed feedback forms.
- 1.34 Copies of the websites from both rounds of consultation are included within Appendix 5.
- 1.35 A full account of all public engagement undertaken, the responses received, and a direct response made by the proposals is set out in full within Section 3.

Statutory and Key Stakeholder Engagement

- 1.36 Pre-application consultation with statutory and key stakeholder consultees has been focused upon providing an explanation of the Proposed Development, including the way in which the details design of the proposals have responded to the site conditions, surrounding area, relevant Frameworks and the Site's economic, planning and regeneration context.
- 1.37 This process has sought to address specific site considerations, questions and comments that have been raised during the consultation process, with consultation activity summarised as follows:
- Extensive dialogue with Senior Planning Officers at Manchester City Council, which has taken place throughout the design development process in order to seek their support in principle;
 - A formal request for an EIA Screening Opinion request was submitted to MCC on 14 September 2021. A formal response was received on 15 October 2021 which confirmed that the impact from the development would not be significant to warrant a formal Environmental Impact Assessment;
 - Greater Manchester Police (via the Design by Security team) has been consulted, and their advice in terms of security has been addressed in the application proposals;
 - Historic England has been consulted on the design of the scheme as it is located within the Ancoats Conservation Area, and their advice has been addressed in the application proposal; and,
 - Various meetings with other technical statutory consultees, including MCC Highways, MCC Flood Risk Department; Transport for Greater Manchester; Greater Manchester Ecology Unit; Greater Manchester Archaeological Advisory Service and, United Utilities.
- 1.38 Full details of all pre-application engagement with statutory and non-statutory consultees and the response provided by the submission is provided in Section 3 of this Statement.

Report Structure

- 1.39 The remainder of this Statement is structured as follows:
- Section 2 – sets out the relevant planning policy and requirements.
 - Section 3 – provides details of the consultation undertaken, summarises the feedback received and provides a response where relevant.
 - Section 4 – presents the summary and conclusions.

2. Policy Context

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

National

Localism Act

- 2.2 The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").
- 2.3 The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Councils. It includes five key measures as follows:
- Community rights.
 - Neighbourhood planning.
 - Housing.
 - General power of competence.
 - Empowering cities and other local areas.
- 2.4 Part 6 of the Act specifically deals with planning and Chapter 4 sets out requirements in relation to consultation before applying for Planning Permission.
- 2.5 Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

(1) Where—

(a) a person proposes to make an application for planning permission for the development of any land in England, and

(b) the proposed development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

- 2.6 Subsections (2) and (3) state:

(2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3) The person must consult each specified person about the proposed application.

- 2.7 Subsection (4) outlines the requirements in regard to publicity of applications:

(4) Publicity under subsection (2) must—

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

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

2.8 The Act also sets out a duty to take account of the responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

2.9 Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

2.10 The Department for Communities and Local Government published the revised NPPF in July 2021. The document sets out the Government’s planning policies for England and how these are to be applied. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

2.11 Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.

2.12 Paragraph 40 directs local planning authorities to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant with statutory and non-statutory consultees, to undertake pre-application consultation before submitting applications.

2.13 Similarly, paragraphs 132 and 133 set out how Local Planning Authorities should have regard to early, proactive and positive engagement with the local community and their views, as well as addressing any comments received from design review panels.

2.14 The NPPF also promotes the use of the Local Planning Authority Pre-Application Service in order to encourage a partnership approach to applications. It is considered that early engagement with the Local Planning Authority is often conducive to the best result for the application, as it highlights where further work is required.

National Planning Policy Guidance

2.15 In March 2014, the Government issued the National Planning Practice Guidance as an on-line resource, which is designed to bring together planning practice guidance for England in an accessible and usable way. The Guidance was amended in June 2021 following updates to the NPPF.

2.16 The Guidance provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement. The ‘Consultation and pre-decision matters’ identifies that:

- In line with the policies of the NPPF, statutory consultees have an important role to play in the pre-application stage and should be engaged early; and,
- Pre-application consultation with the local community is encouraged where it adds value to process and outcome.

Local

Statement of Community Involvement

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

Summary

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

3. Consultation Strategy and Responses

3.1 This section describes the consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy and the outcome of the consultation process.

Ancoats and New Islington Regeneration Consultation 2020 - 2021

3.2 Public consultation on the early stage plans for the developments across the sites was held between 8 December 2020 and 11 January 2021. The majority of the responses gathered by the consultations were supportive of the proposals on the next phase of development in Ancoats and New Islington.

3.3 The material presented online summed up the surrounding context of the development sites and some initial design concepts. This information was supplemented by a range of questions with regards to thoughts and feelings about the developments. As plans for Jersey Wharf were still at an early stage only the site location was presented as part of the consultation information. The Site was referred to as 'Residential Housing Jersey Street' within the consultation materials. A copy of the website pages is provided at Appendix 5.

3.4 A feedback form was available via the website for people to provide comments on the Proposed Developments and an email address was provided for people to send in comments.

3.5 By engaging with the stakeholders and the local community, valuable insight was gained on the early stage plans on the proposed phase of regeneration within the Poland Street Zone. The consultation event was able to successfully gather local opinion surrounding what was broadly desirable and what was undesirable in within their own neighbourhood.

3.6 In addition to detailed consultation on the specific development sites coming forward, the respondents were asked to indicate how important each of the following priorities were to them in order to establish the 'Neighbourhood priorities':

- High quality public realm
- Innovative approaches to mobility and parking
- A mix of heritage and new architecture
- Commercial spaces for a broader range of businesses
- More affordable homes
- A broader range of homes

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

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

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

- Lack of green space
- Speeding Drivers
- Amount of Traffic
- Quality of some new buildings
- Anti-social behaviour
- Litter
- Insufficient play areas
- Not enough shops

Ancoats and New Islington Regeneration Consultation – Site Specific Consultation: Jersey Wharf

3.9 Following the first phase of the stakeholder and public consultation process, formal feedback was collected and any comments relating to residential development were used to help develop the Jersey Wharf proposals.

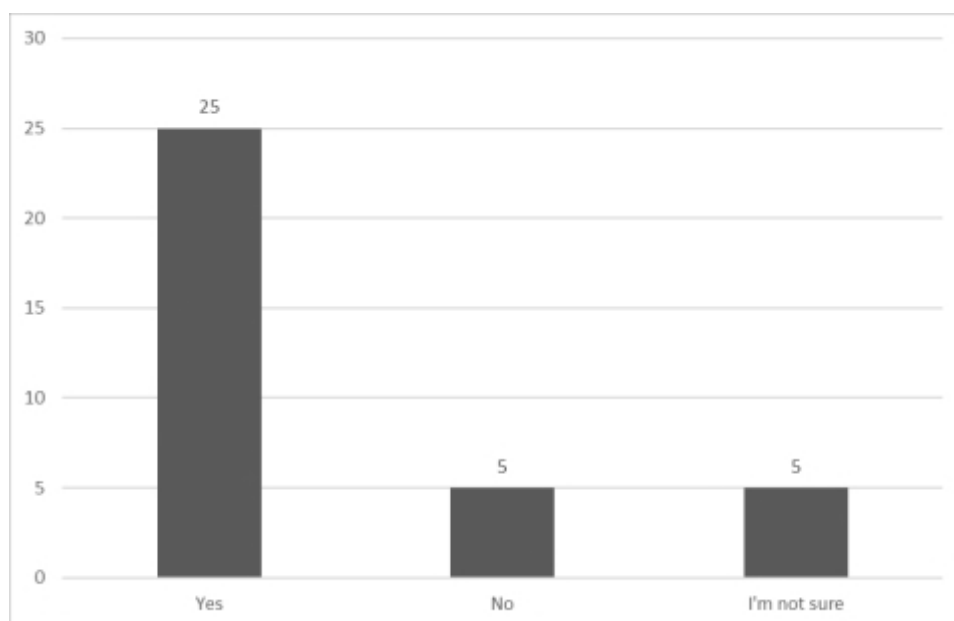
3.10 The second round of public consultation for the developed design proposals for Jersey Wharf took place between 21 March 2022 and 10 April 2022. The majority of the responses gathered by the consultations were supportive of the principle of residential development on the Site and supportive of detailed design.

3.11 COVID-19 restrictions were lifted before the second phase of consultation and therefore an in-person drop-in session took place on 31 March 2022, alongside the online consultation.

3.12 The material presented both online and in-person provided a comprehensive and detailed presentation of the updated design proposals for each of the sites coming forward at Ancoats and New Islington. This information was supplemented by a range of questions with regards to thoughts and feelings on each of the sites including the opportunity for detailed written comments. The questions that the respondents were asked are listed below:

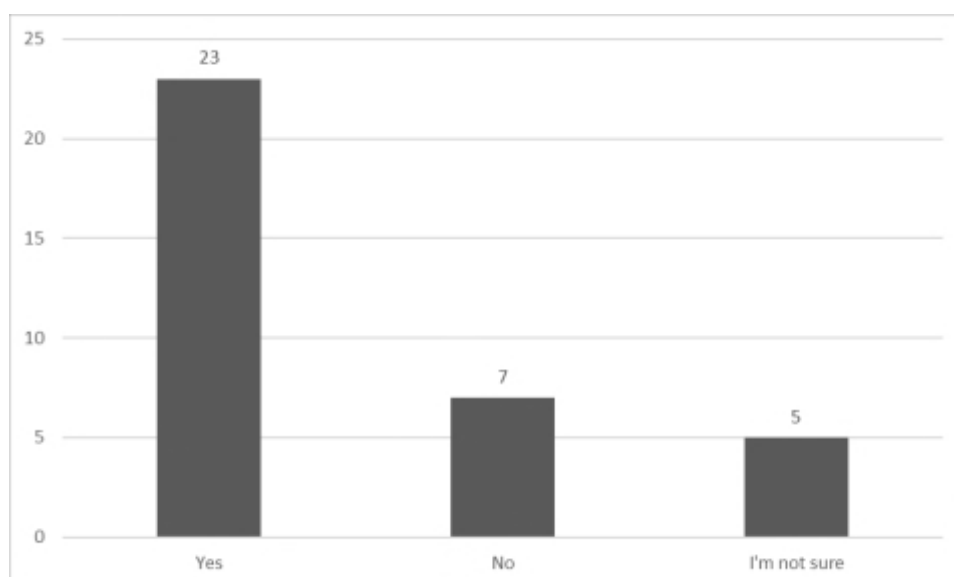
1. *Do you support the principle of residential development on this Site?*

- Yes – 25 (71%)
- No – 5 (14%)
- I’m not sure – 5 (14%)



2. *Overall, do you think the proposals for Jersey Wharf will make a positive contribution to the area?*

- Yes – 23 (69%)
- No – 7 (21%)
- I’m not sure – 5 (15%)



- 3.13 By engaging with the stakeholders and local community, valuable insight was gained on the updated design proposals for each of the sites coming forward in Ancoats and New Islington. The consultation event was able to successfully gather local opinion on the aspects of the design proposals for each of the sites, outlining what was liked and what else was needed to improve.
- 3.14 An extensive summary of the issues raised by respondents through the open response field questions within the feedback form and those who submitted feedback via email, is provided in Table 1 below.

Table 1 – Response to Site Specific Consultation comments for Jersey Wharf

Consultation comments	Applicant Response
Design	
- A number of respondents expressed concern in relation to the proposed height of the buildings, suggesting eight storeys is too tall. A couple of respondents stated that the buildings should be a maximum of 7 storeys. - A few comments suggesting that the proposed building height is appropriate.	The height of the building has been designed to meet several key priorities and guidance provided in the Ancoats and New Islington NDF. This includes articulation of height and massing, creating strong edges, landmarks and corners as well as an active ground floor. The Poland Street Zone NDF suggests a maximum of 8 storeys for new development.
- Several respondents suggested that the development would block light coming into surrounding buildings. These comments came from postcodes on Navigation Street and New Union Street. - One respondent suggested removing the central section of the development in order to gain a few extra hours of sunlight.	A sunlight and daylight assessment has been prepared and submitted with the application. The site is currently largely cleared with only one low-rise warehouse. Therefore, surrounding properties will be impacted by the increased height, however the daylight and sunlight assessment concludes that surrounding properties will exhibit acceptable levels for a city centre location.
- A few respondents expressed support for the design of the building, particularly as it maintains the character and general aesthetic of other buildings in Ancoats. - The design fits with other new build apartment blocks in the surrounding area.	An extensive contextual assessment was undertaken to understand the historic setting of the site. The elevations, colours and massing have been designed with design cues from the neighbouring historic mill buildings and these have been interpreted with a modern architectural language.
- There is not enough diversity in the design to honour the strong heritage and cultural identity that Ancoats has. - One respondent suggested that both buildings should be red brick in order to better match the nearby mills.	The buildings have been designed to be in keeping and complementary to the historic setting, particularly noting the design of the existing mill buildings. The design references the precedents within the Conservation Area but has been interpreted with a modern architectural language. The depth of the façade is a key design characteristic which is consistent with the mill architecture elsewhere in the Conservation Area and will positively contribute to the building's identity and the quality of its design. Research on brick colour was carried out across the Conservation Area and two terracotta bricks were selected that would complement the adjacent canal side mill buildings.
One suggestion to include an additional colour for the metalwork on the balconies to break up the mass of red brick.	The design development has considered in detail the historic context of the site and the wider Conservation Area. Through this we have found that the massing should not be broken up as this is not in keeping with the context of the area. To emphasise the

Consultation comments	Applicant Response
	massing and form we are proposing a colour for the metal work that complements the brickwork rather than contrasts.
A comment suggesting that all of the flats should have balconies.	The elevation design has referenced the historical mill buildings within the conservation area by developing a solid and imposing massing. The balconies have therefore been located at the corners of the building and a square brick column has been included to define the corner. All corner and penthouse apartments have balconies or terraces which equates to 82 units. There is also a private garden on the ground floor for the benefit of the residents.
One respondent suggested that the security of the apartments could be compromised by the large windows as shown in the design illustrations.	A Crime Impact Statement has been prepared by Greater Manchester Police's Secure by Design Team and submitted with this application. The recommendations of the report have been considered within the building design. The building provides ground floor activity in the form of residential entrances and commercial units. These will offer good levels of activity and natural surveillance. The internal layout of the building has been designed to allow for separation of accessible and restricted areas. 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.
A comment expressing reservation over the encroachment of the development on the demolition site/green space.	It should be noted that the majority of the Jersey Wharf site is not open or green space and is instead brownfield land which is currently comprised of a low-rise warehouse with associated surface level car parking. There is some green space to the east of the site. The proposed development has been arranged to create new public realm which will contribute to the wider Poland Street Zone improvements as set out within the Poland Street Public Realm Strategy (2022). The Site's unique location along the canal frontage offers an exciting opportunity to create a platform for activation along the canal attracting visitors from the wider neighbourhood.

Parking

Several respondents criticised the lack of parking provision included in the proposals. In turn, there were suggestions that more on-site parking should be provided for the development.	Two secure cycle parking stores have been provided within each block, which will provide one secure bike space per apartment. Three disabled parking bays will be provided on site. Other residents will be encouraged to use the Ancoats Mobility Hub (granted planning permission in July 2021 Planning Application ref: 130627/FO/2021) and 60 car parking spaces will be provided at the Ancoats Mobility Hub for Jersey Wharf residents. Residents will also have access to the car sharing and car club facilities at the Mobility Hub, helping to reduce reliance on private vehicles.
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Consultation comments	Applicant Response
- The Mobility Hub would not be an adequate solution to the lack of parking included in the proposals. - There is too much reliance on the Mobility Hub as other developments are also relying on it. - A comment expressing concern for the potential fee to park in the Mobility Hub.	A vision for future growth within Ancoats is set out in the Ancoats and New Islington NDF, with the most recent version focussing on the Poland Street Zone. The NDF envisages that up to 1,612 new homes could be delivered within this part of the Ancoats neighbourhood. The Hub is intended to primarily provide car parking for residents within the future developments in Ancoats' Poland Street Zone, with the 408 car parking spaces equating to a 25% provision when considered against the 1,612 new homes that could be delivered across the Poland Street Zone. This is considered an appropriate average to use as a benchmark and is based on a review of recent planning permissions. Currently developments within Ancoats tend to provide 30% car parking to meet demand from future residents. This provision is often provided on-site although there are examples where this provision is 'topped up' to achieve a 30% provision through the purchasing of leases in nearby multi-storey car parks. It is therefore considered appropriate for 60 car parking spaces for Jersey Wharf to be provided within the Ancoats Mobility Hub as this equates to a 31.5% car parking provision.
- A number of comments expressed concern that the lack of parking provision would serve to push cars onto nearby streets, thereby exacerbating what is an already challenging situation for existing residents of the area. - A couple of respondents claimed that local residents have had issues with residents of Manchester Life developments blocking their drives. One of these respondents stated that this issue is exacerbated on match days and, inevitably, when the Co-Op Live arena opens.	As part of the Poland Street Zone Public Realm Strategy Manchester City Council is developing a neighbourhood transport and movement strategy. This strategy will incorporate a range of traffic regulation orders designed to encourage use of the Mobility Hub and discourage highways issues such as nuisance on street parking in the Ancoats area. It is anticipated that this strategy will be implemented prior to the opening of Jersey Wharf.
A comment claiming that there is a reluctance to pay for parking provided by Manchester Life due to a lack of security. This respondent made reference to Cotton Field Wharf.	All operational Manchester Life sites have secure car parking. All sites are currently sold out of parking provision and there is a waiting list. A barrier to restrict unauthorised car access to the Mobility Hub will be installed. Access to other areas will be limited in terms of employee only or membership access. CCTV will be installed at various points internally and externally across the Mobility Hub to record the activity taking place.
Landscape and public open space	
- Several respondents expressed a desire to see more green space included in the proposals. - One suggestion that the scheme could include just one building, with the rest dedicated to green space. - A larger communal garden should be provided as existing green spaces within the surrounding area are gradually being built on.	The Site currently largely comprises brownfield land. The landscape spaces proposed are a mix of private spaces for residents (a private south facing residents' garden) and public spaces (spill-out space for the commercial units and a generous path near the canal, connecting up to the wider green infrastructure in the area). The public spaces are orientated to provide a positive microclimate in all seasons and benches are proposed throughout the area, allowing visitors to rest and relax in a green canal side setting.

Consultation comments	Applicant Response
One respondent stated that 20 trees isn't sufficient.	The development will deliver 24 new high quality semi mature trees. This provides an overall net gain on site as well as a substantial uplift in quantity and quality of trees as a result of the Proposed Development. Tree species will be carefully considered to ensure that they will thrive in the local climate and environment, allowing for the future long-term health of the tree.
A suggestion to look to include green walls to help soften the design	Access is required to the perimeter of the ground floor and where possible we have prioritised windows to ensure passive surveillance and activity, therefore green walls are not possible on the ground floor. The public realm and private gardens have allowed for significant soft planting to soften the design. Additionally, our proposals have taken cues from the neighbouring historic warehouses and the façade has been developed with this strong architectural language.
- A few comments were critical of the loss of green space to development in recent years across Ancoats. - A request to maximise the iteration with the open space to the northeast (toward the bridge) to encourage MCC to retain it as open space.	Jersey Wharf has been designed to support the wider vision for the Poland Street Zone as set out in the recently endorsed Public Realm Strategy (endorsed on 16 March 2022). The wider public realm strategy sets out the aspiration for a network of green streets in Ancoats, as well as investment in Ancoats Green, to provide the green heart to the neighbourhood. In relation to children's play space in particular, Jersey Wharf is in close proximity to Ancoats Green and the provision and design of children's play spaces within Ancoats Green are being considered currently by Manchester City Council, with additional engagement planned on this. As part of the public realm strategy, the wider area is being improved considerably for pedestrians and cyclists.
A couple of respondents expressed concern that the canal side public realm will attract anti-social behaviour.	The building will be staffed 24/7 with concierge available to raise any instances of out of hours anti-social behaviour with the relevant authority. The elevations have been designed to ensure passive surveillance is achieved to all public and private areas. Secured by Design will also be achieved for the site.
- A comment welcoming the proposed landscaping of the canal and the opening up of the waterside area. - A comment requesting that good access is provided to the other side of the canal.	The endorsed Poland Street Zone Public Realm Strategy (2022) supports the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of public realm. The strategy promotes active travel and utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the character of the Ancoats Conservation Area and facilitating the creation of a canal walk. As part of the public realm improvements promoted by the strategy, the Jersey Street bridge demolition application (planning application ref. 133406/VO/2022) is currently being determined. It proposes the removal of the bridge and proposes the re-grading of the existing surfaces to provide a level route to the Rochdale Canal as well as the surrounding development plots. This removes the need for steps

Consultation comments	Applicant Response
	and ramps within the public realm and improves the connections through the area by providing more direct routes. There is existing access on the other side of the canal and the public realm improvements will allow for a route along the canal side to the existing bridge.
A comment stressing the importance of providing high quality public realm.	The proposals put forward the use of natural stone in the areas of public realm to provide a long lasting and durable surface which will tie into the character of the surrounding area. This will be complemented with steel edged planters and sustainably sourced hardwood timber benches set within a green backdrop of new planting.

Commercial spaces

- A couple of respondents expressed concern about the potential for noise and anti-social behaviour as a result of the commercial units. One of these respondents noted that it could cause disruption to small children and suggested establishing restrictions over the usage of these units. - A comment objecting to any commercial units being included in the development on the grounds that it will cause unnecessary noise and disruption. - A request for any commercial spaces to have shutters on the windows to prevent vandalism.	The Poland Street Zone NDF envisages a living and working neighbourhood, where commercial development ought to be encourage and supported where it delivers the opportunity for modern, flexible offices; modern light industrial uses; higher employment density; or, employment uses that provide a servicing function. Five commercial units are proposed, and the range of uses will be limited to food and beverage, retail and office space. These uses are consistent with the aspirations set out in the NDF, which encourages active ground floor uses and a mix of different commercial offerings. Manchester Life will manage the letting of the commercial units carefully with provision in the lease to combat anti-social behaviour. The operating hours of the commercial units will be subject to discussion and dependent on the end users therefore determination by MCC upon the granting of approval. In terms of impact on amenity, appropriate noise limits have been set within the Acoustic Report submitted as part of this application. Each commercial unit operator will be responsible for installing appropriate mitigation that responds to this requirement and approve these details with MCC, this will also include the incorporation of internal shutters if necessary. Additionally, Jersey Wharf will have a 24/7 concierge with full CCTV coverage and will be able to quickly notify the relevant authority of any anti-social behaviour.
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Local amenities

Several respondents suggested that additional local amenities are needed in order support the area's growth and increase in population in recent years. Suggestions included a corner shop, supermarket, doctors, dentists, community centre, gym, and a play area.	The Proposed Development is located within a highly popular area that is well served by key services and amenities while being on the edge of the City Centre. The occupants of the commercial units have not been determined at this stage, however as five units are proposed at ground floor level there is the opportunity for a range of uses to be provided.
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Consultation comments	Applicant Response
Tenure type	
A couple of comments questioning whether the area is in need of anymore flats.	Ancoats has seen its population grow and is noted as one of the most liveable communities in the country. A range of housing types are being brought forward within the Poland Street Zone. These will help to provide a mixture of housing options to residents. Considering the Site's location, it is considered that apartments are more appropriate and would appeal to a wider range of potential residents.
- One respondent criticised the absence of affordable housing. - A suggestion to include additional affordable housing to avoid a 'divide' between Ancoats and Miles Platting.	The application relates to one of six developments that have been identified for the next phase of development in the Ancoats and New Islington neighbourhood. Collectively these developments will deliver over 500 new homes, including a large amount of affordable and accessible housing.
Other	
- Several comments expressing support for the project and the positive contribution it will make to Ancoats. - Supportive of regeneration in Ancoats, especially proposals which will provide more residential accommodation.	The Jersey Wharf team welcome supportive comments for the design proposals for the Site and the wider Poland Street Zone.

Pre-Application Consultation

Local Planning Authority

Manchester City Council

- 3.15 During the design development stages undertaken prior to the submission of this planning and demolition consent application, regular dialogue has taken place with Manchester City Council Planning Officers in order to present the proposals and gather feedback. A series of meetings were held between May 2021 and April 2022.
- 3.16 The overall feedback from these pre-application discussions has been positive and supportive in principle on the basis that the proposals are well designed and will form an important part of the endorsed NDF.
- 3.17 The following key considerations have been raised during pre-application discussions and addressed within the planning application submission:
- Materiality and façade design strategy
 - Development of the height and massing
 - Technical details relating to the façade design
 - Landscaping and streetscape design
- 3.18 To further clarify the scope of the application, in addition to the above meetings, an EIA Screening Request was submitted to MCC on 14 September 2021 which set out that the Proposed Development is not of a type or scale which would necessitate an EIA. On 15 October 2021 a response was issued by MCC which confirmed that an Environmental Impact Assessment is not required.
- 3.19 In addition, the public consultation engagement boundary was agreed with MCC's Planning Department on 2 November 2021.

- 3.20 The outcome of the pre-application discussions has been positive and supportive of the proposals in principle on the basis that they will complement wider planning and regeneration plans and economic objectives for the Ancoats and New Islington area and its surroundings, and on the basis that thoughtful and well considered design responses are provided for the Site.
- 3.21 Further details of how this has been achieved are provided within the accompanying application documents including the supporting Planning Statement and Design and Access Statements.
- 3.22 The Applicant will continue to work positively and pro-actively with Officers during the determination of the Application, responding to any issues that are raised during the formal consultation process.

Local Highways Authority

- 3.23 The Applicant's Transport Consultant, Hydrock, has engaged with MCC Highways to agree the scope for their Transport Statement and Framework Travel Plan.

Local Ward Councillors

- 3.24 The Site lies within the Ancoats and Beswick Wards. Given the size of the regeneration area and as Jersey Wharf is part of the next phase of development, elected members representing both the immediate ward area and the adjacent ward of Miles Platting and Newton Heath were consulted. 6 elected members were directly contacted in advance of the public consultation events, as follows:
- Cllr Alan Good – Ancoats and Beswick Ward
 - Cllr Majid Dar – Ancoats and Beswick Ward
 - Cllr Rosa Battle – Ancoats and Beswick Ward
 - Cllr June Hitchen - Miles Platting and Newton Heath
 - Cllr Carmine Grimshaw - Miles Platting and Newton Heath
 - Cllr John Flanagan – Miles Platting and Newton Heath
- 3.25 The public consultation engagement boundary (Appendix 3) was shared with Councillors with confirmation received from Councillor Taylor that this was acceptable.
- 3.26 The Councillors were sent copies of the consultation boards via email on 18 March 2022 and offered a briefing session if they wanted to discuss the proposals further, however no formal comments or representations were made against the proposals.

Statutory Consultees

Greater Manchester Police

- 3.27 A meeting was held with Greater Manchester Police (GMP) on 21 September 2021 at the pre-application stage, to inform their preparation of a Crime Impact Statement for the next phase of development in Ancoats and New Islington.
- 3.28 In November 2021, GMP were commissioned to create specific Crime Impact Statements for Jersey Wharf.
- 3.29 GMP have confirmed that they are happy with the proposals as confirmed in the Crime Impact Statement submitted with the application, subject to the recommendations in the report being incorporated in the proposals.
- 3.30 The team will develop the detailed design on the basis of these recommendations, working with GMP during the delivery of the project. More detail on this is provided in the relevant Design and Access Statement.

Non-Statutory Consultees

Historic England

- 3.31 The Proposed Development is situated within the Ancoats Conservation Area and therefore consultation is required with Historic England. Two pre-application meetings with Historic England took place on 14 September 2021 and 26 October 2021. Following these meetings two formal responses were prepared by Historic England.
- 3.32 The following key considerations have been raised by Historic England and are addressed within the planning submission:
- Height of the buildings
 - Materials palette
 - Use of corner balconies
 - Configuration of the elevations
- 3.33 Historic England had noted that the site currently does not positively contribute to the character and appearance of the conservation area and they therefore raised no objection to the principle of developing the site.
- 3.34 Key comments within Historic England's letters have been provided with a detailed response outlined in the table below:

Table 2 – Response to Historic England comments for Jersey Wharf

Consultation comments	How will these comments be considered as the proposals progress?
Height of the buildings creating a uniform 8 storey datum in Ancoats which would create a built environment that lacks the diversity and variety of scales, heights and massing that characterise Ancoats.	The team did some further detailed work on the massing options and presented this to Historic England. The detailed massing work concluded that the 8-storey massing was the most suitable option for the following reasons: • In keeping with the maximum 8 storey height as set out within the NDF which supports a consistency in scale and massing to the area. • The two 8 storey units provide a balanced and mirrored gateway to the Green Route. • The eastern block provides a 'book end' to Jersey Street without being overly overbearing to Miles Platting and the open space to the east of the development. • Creates a variation in massing from the adjacent lower forms of Flint Glass Works, Plot A, Engels House, Navigation Street and Avro House. • Mirrors Eliza Yard's form to create a positive streetscape along Jersey Street and the Green Route. • The daylight and sunlight have been assessed and the impact on adjacent buildings are considered acceptable given the context of the site, aspirations for regeneration in the area and the flexibility within the BRE guide. • Creates a simple form that is in-keeping with the traditional warehouse narrative. • A simple form enables the ordered facade to be consistent and simpler to the full perimeter of the development

Concerns regarding the materials palette, including the use of buff brick.	The materials palette was amended following Historic England's comments and a palette centred on red brick with accompanying tones in aluminium and concrete was proposed. Historic England were invited to view the samples in person in order to fully understand the accuracy of the CGIs in person. Following this Historic England confirmed that they would not raise any concerns with the character or quality of the materials proposed.
Use of corner balconies weakening the solid and imposing massing of the building.	Further design work was undertaken, and the balconies were amended to allow for the corner of the building to be expressed all the way down. The design currently includes a 665mm square brick column to all corners. The design team feels that this column successfully defines the corner and is deep enough to be perceived as structural, without diminishing the quality of natural light into a habitable room.
Configuration of the elevations	The design team have revised the layout and elevations of the western block to ensure that the two gables addressing the canal are symmetrical. Further design work was also undertaken in relation to the ground floor elevations to increase the amount of symmetry, however it has been noted that due to the location of building services and the block entrances it has not been possible to produce a truly symmetrical elevation,

Summary

- 3.35 Overall, there is a wide support for the proposals being brought forward at Jersey Wharf. These will play an important role in regenerating Ancoats and New Islington and, in particular, the Poland Street Zone.
- 3.36 The majority of respondents were supportive of the detailed design proposals for Jersey Wharf and there was strong support for residential development with commercial space at ground floor within the next phase of development coming forward in Ancoats and New Islington. There was also strong support for the inclusion of green space within the scheme as well as positive remarks regarding the proposed materials.
- 3.37 A number of comments were raised through the consultation from engagement with members of the public, the local community, Ward Members, as well as Statutory and Non-Statutory Consultees. Whilst some of these comments have been provided with a response, more justification is provided within the Planning Statement and Design and Access Statement supporting this Full Planning Application.
- 3.38 The Applicant is also committed to ensuring the consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority and beyond. During this process, the Applicant and the project team will continue to listen and engage with local stakeholders and, wherever possible, accommodate their ideas and aspirations.

4. Summary and Conclusions

- 4.1 Consultation has been undertaken in accordance with the requirements of national policy (the Localism Act and the NPPF) and Manchester's Statement of Community Involvement.
- 4.2 The proposals form the next phase of development taking place within the Poland Street Zone, which is supported by the Ancoats and New Islington NDF. The NDF was endorsed in 2014 and later updated in 2016 and 2020 following extensive public consultation. The refreshed 2020 NDF was created to guide future development of the Poland Street Zone.
- 4.3 The application proposals have been the subject of a significant amount of pre-application consultation, which has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, local residents and businesses, Ward Councillors, Greater Manchester Police, adjoining owners, and Statutory Consultees, to identify and consider relevant issues prior to the submission of the application for Planning Permission. The public consultation exercise took place in two phases.
- 4.4 The first phase of consultation focused on the next phase of development in the Ancoats neighbourhood. Manchester Life worked alongside Great Places to prepare a public consultation on the early stage plans for the development of six sites within Ancoats. 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. The Jersey Wharf development site was introduced in the consultation collateral as a residential scheme that was being taken forward by Manchester Life; however, there were no specific consultation questions relating to the Jersey Wharf development as the proposals were at a very early stage.
- 4.5 The second phase consultation focused on the detailed plans for Jersey Wharf and took place between 21 March 2022 and 10 April 2022. A leaflet drop took place in March 2022 to the same 4,600 local businesses and residents that were invited to the first phase of consultation. The dedicated website was updated to include further details on the scheme. A total of 869 visits were made to the consultation website during the consultation period. Additionally, an in-person drop-in session took place on 31 March at the Halle at St Michael's in Ancoats. The venue was chosen as it ensured ease-of-access for local residents and neighbours given its close proximity to the proposed site. The session was an opportunity for residents to learn more about the proposals, meet members of the project team, and provide feedback. Physical feedback forms were available at the event as an alternative to the online form. A total of 37 responses were received via the online feedback form, the physical feedback forms and emails.
- 4.6 The consultation process will continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process, the applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix 1 – Site Location Plan



Site Location Plan
1 : 1250



CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.



SITE BOUNDARY

Rev	Date	Description
A	29.04.2022	Issued for planning

Dwn	Ckd	Drawn	AH
AH	FS	Checked	FS
Date		05/04/22	
Scale @ A1		As indicated	

Jersey Wharf - Ancoats
(BA9225)
Site Location Plan

Project	Origin	Volume	Level	Type	Role	Number
JWA - PRP - A1 -	00 -	DR -	A -	002000		
Revision		Status				
A -		Planning -				



Appendix 2 – Ancoats and New Islington Strategic Consultation 2020 – 2021 Summary



MANCHESTER
CITY COUNCIL

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

Consultation summary and next steps March 2021

Overview

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

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

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

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

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

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

Our consultation in numbers



5-week consultation



2,007 visitors to the website during the consultation period



102 responses to the consultation



91% of respondents were **local residents**



Neighbourhood priorities

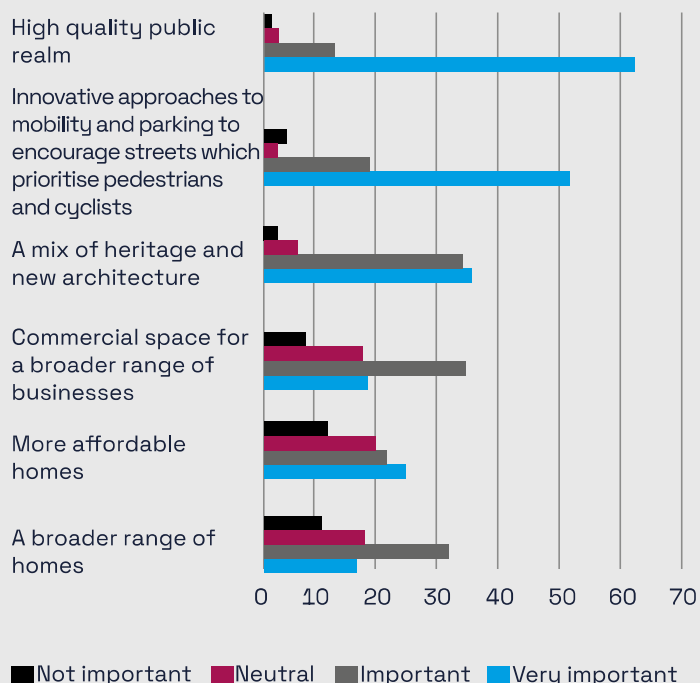
Before asking specific questions about the development sites, our feedback questionnaire started by asking people about their overall neighbourhood priorities.

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

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

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

Do you support the concept of the Mobility Hub?



Favourite things:



Frustrations:



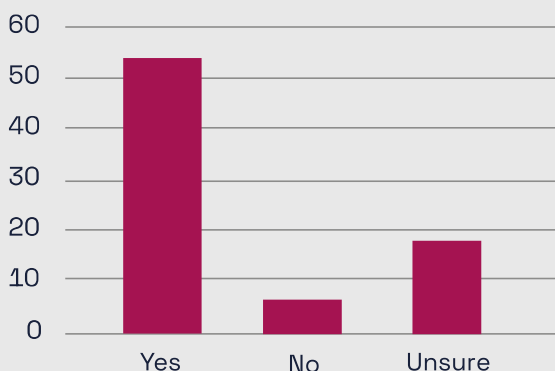
Ancoats Mobility Hub

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

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

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

Do you support the concept of the Mobility Hub?



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

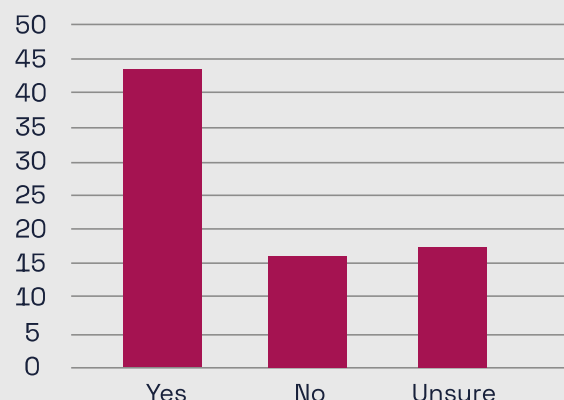
Eliza Yard

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

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

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

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



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

Downley Drive

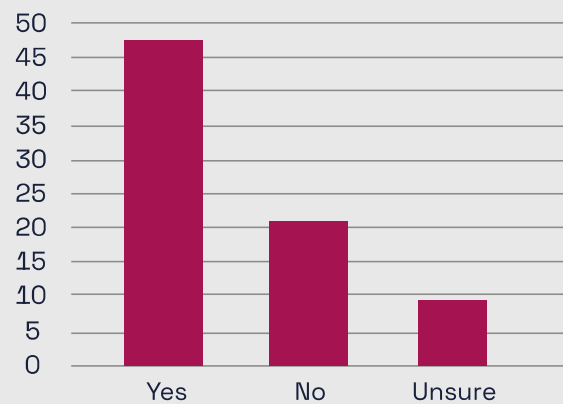
Overall, 61% of respondents said that they supported the intention to develop a high-quality residential scheme on this site.

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

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

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

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



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

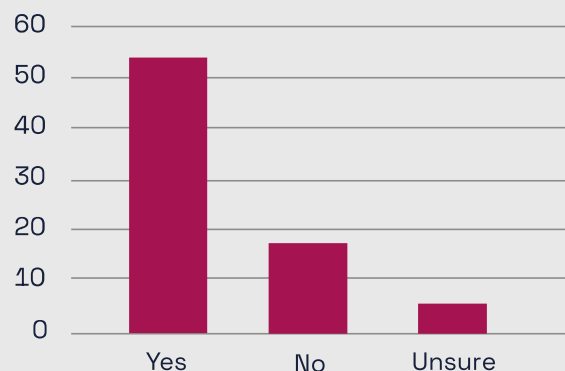
Ancoats Dispensary

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

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

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

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



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

Wadeford Close and Jersey Street Housing Sites

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

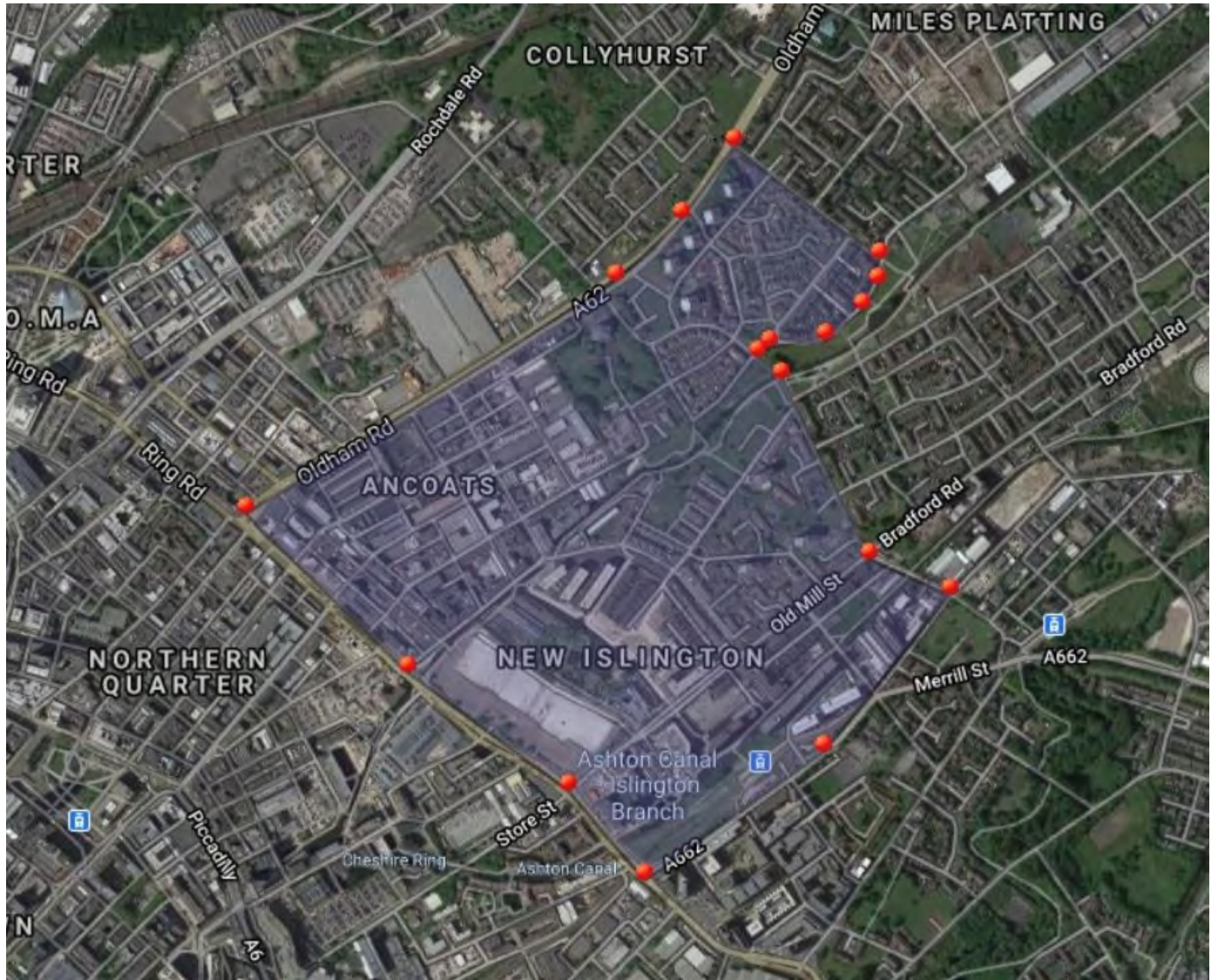
The plans for these two sites were still at a very early stage and only the site locations were presented as part of the consultation information. As such, no specific questions about these proposals were asked within the consultation questionnaire. In the general comments, some respondents did mention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

Next steps

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

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

Appendix 3 – Consultation Boundary



Appendix 4 – Consultation Leaflets



Help shape our plans for new housing at Jersey Wharf

In December 2020, Manchester Life, Great Places Housing Group and Manchester City Council introduced six sites which would form part of a coordinated phase of development to continue the transformation of Ancoats and New Islington.

Manchester Life is now bringing forward proposals for one of these sites, Jersey Wharf. This unique new location for living will continue the regeneration of Ancoats Phase 3.

Jersey Wharf will provide 190 new homes alongside new commercial space at street level. The design of the two eight-storey buildings has been inspired by the architecture and character of this unique Manchester neighbourhood.

The proposals will enhance pedestrian connectivity and facilitate greater access to the waterside by reconnecting the canal towpath with Jersey Street. The plans also include the creation of new high quality public realm, delivering an element of Manchester City Council's emerging Public Realm Strategy for Ancoats.





Have your say

Having developed these plans in response to community comments, we'd like to share our plans for Jersey Wharf and listen to your views before submitting our planning application.

We have updated our dedicated consultation website to provide more detailed information about the plans for Jersey Wharf. Please take a look and provide your feedback.

Website: www.haveyoursay-ancoats.co.uk

Email: consult@haveyoursay-ancoats.co.uk

Come along to our drop-in event

If you'd like to find out more and talk to members of our team, we will be holding a drop-in session for the consultation on:

Tuesday 31 March, 3:30pm - 7:30pm

at Hallé at St Michael's (36-38 George Leigh St, Ancoats, M4 5DG)

This consultation is open until 10 April 2022.

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

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

Return address if undelivered:

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

Appendix 5 - Consultation web pages

The Vision

Manchester Life's plans for Jersey Wharf will continue the regeneration of the Poland Street area to support Ancoats' continued growth as a vibrant and inclusive community for Manchester.

Jersey Wharf will provide 190 new homes alongside new commercial space for local businesses at street level. The design of the eight-storey buildings has been inspired by the architecture and character of this unique Manchester neighbourhood.

Once a thriving industrial area, Ancoats has been reinvented as a vibrant and connected neighbourhood which is attracting new residents and visitors alike. Jersey Wharf will provide the opportunity for more people to put down roots and join the Ancoats community.

The proposals will also improve pedestrian connectivity and enhance the public realm by delivering an element of Manchester City Council's emerging Public Realm Strategy.



The Location

The Jersey Wharf site is located within the Ancoats and New Islington area and is bounded by Jersey Street to the north, Rochdale Canal to the south, Flint Glass Wharf/Works to the west and grassland to the east.

The Jersey Wharf residential community will help to bring this area back into active use in accordance with the priorities set out in the Neighbourhood Development Framework (2020).



Map showing Jersey Wharf site location



Present day site location photographs

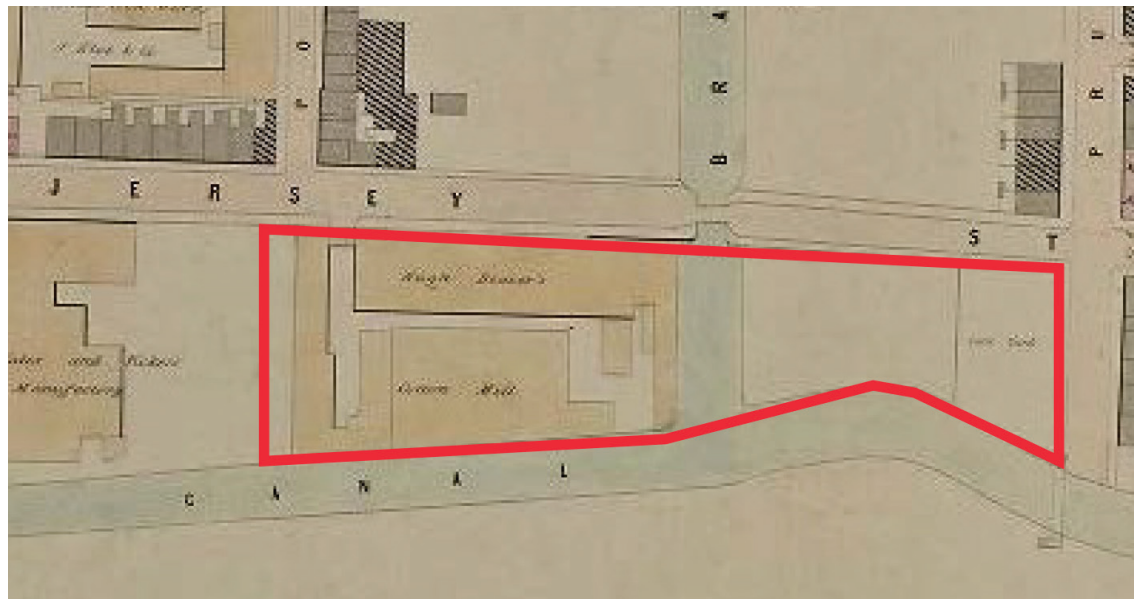


History

The Jersey Wharf site is located within the Ancoats Conservation Area. Designated in 1989, the conservation area contains one of the largest concentrations of Grade II and Grade II* listed buildings in Manchester.

Adshed's map of 1851 shows the site at this time containing the 'Hugh Beavers Cotton Mills', with the 'Percival Yates and Vickers Glass Manufactory' on the adjacent site to the west.

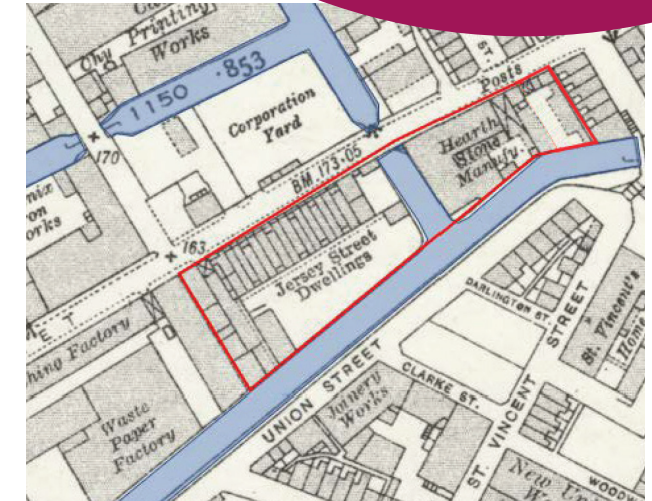
The site once contained a canal spur, and whilst this is now buried, the line it once followed is marked by a gentle rise in Jersey Street and the remnants of the bridge parapet on either side of the road. Historically, the former Prussia Street canal arm would have connected service yards in the area serving the surrounding industries of glass, coal, timber and iron works.



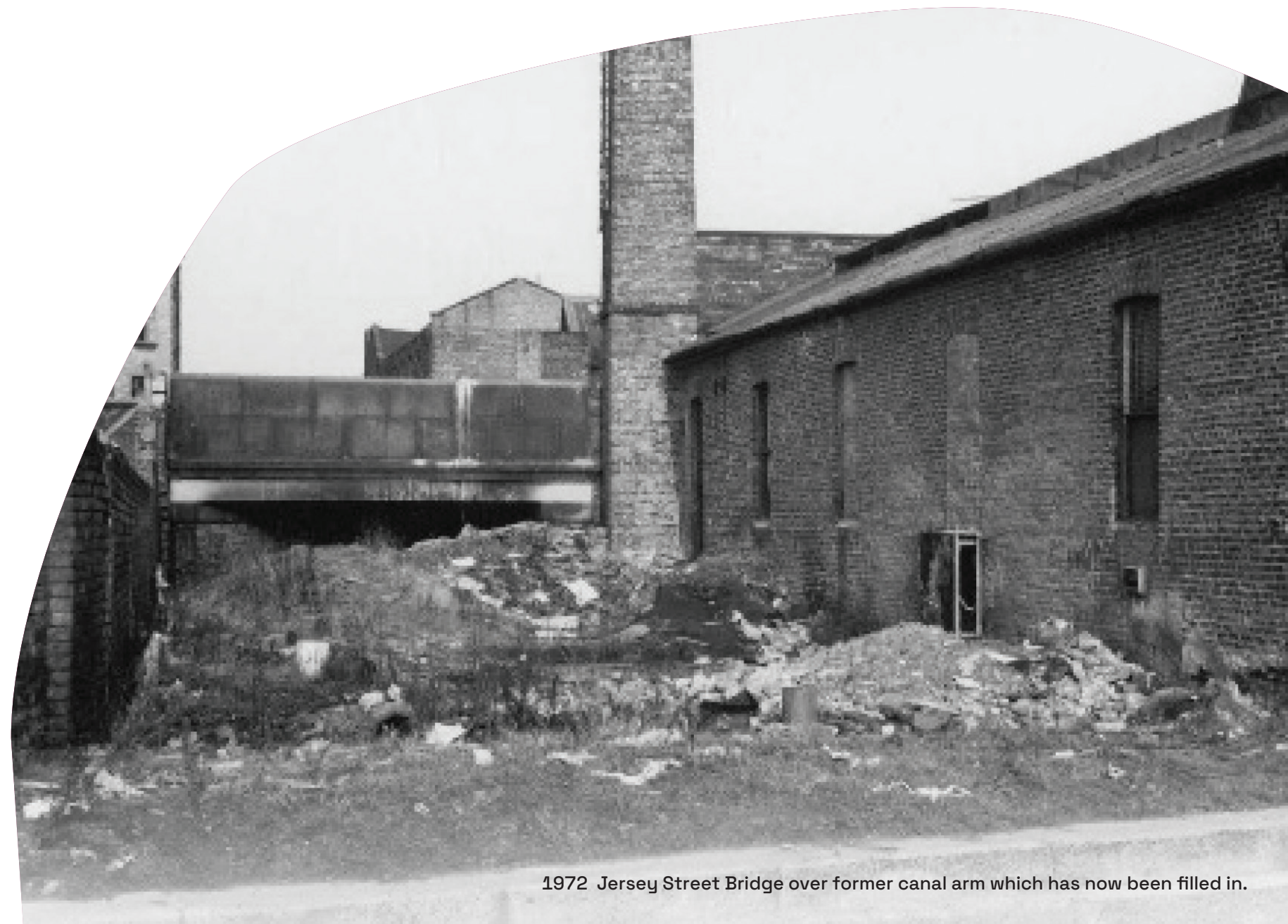
Adshed's map 1851



Jersey Street Dwellings 1893



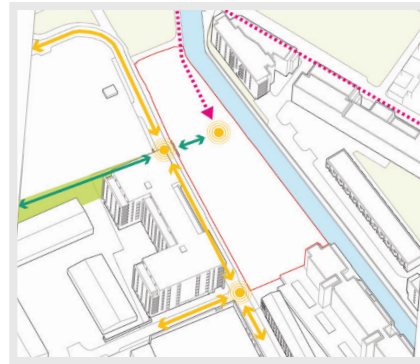
OS Map 1931-1932



1972 Jersey Street Bridge over former canal arm which has now been filled in.

Design Evolution

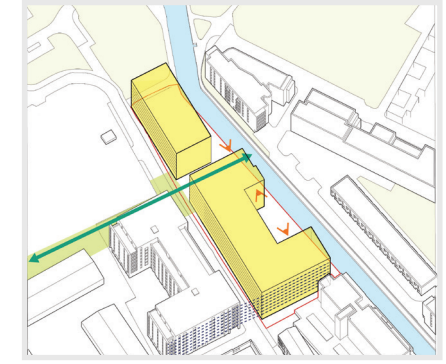
The size, shape and position of the eight-storey development has responded to the need to meet several key priorities and the guidance provided in the Poland Street Zone Neighbourhood Development Framework (2020) and the emerging Public Realm Strategy:



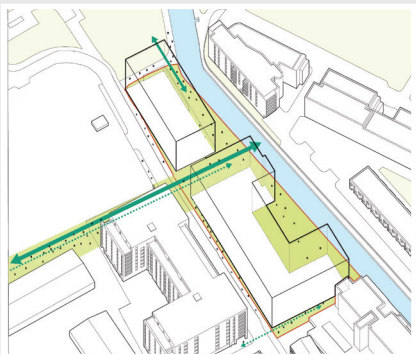
Strengthening the grid, and allowing for current and future connectivity



An active ground floor

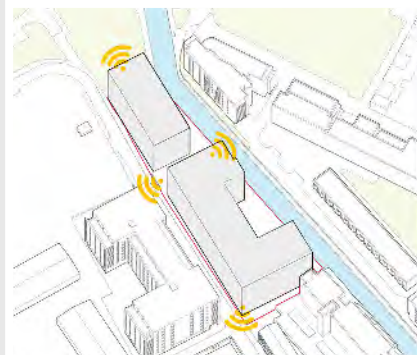


Articulation of height and massing



Canal side public realm and private residential gardens

The two built forms will bookend the new linear park and will sit on either side of the proposed Prussia Street Arm Greenway.



Strong street edges, landmarks and corners



View from Navigation Street

Building Design and Materials

The unique and contemporary design of Jersey Wharf is inspired by the architectural character of the surrounding area.

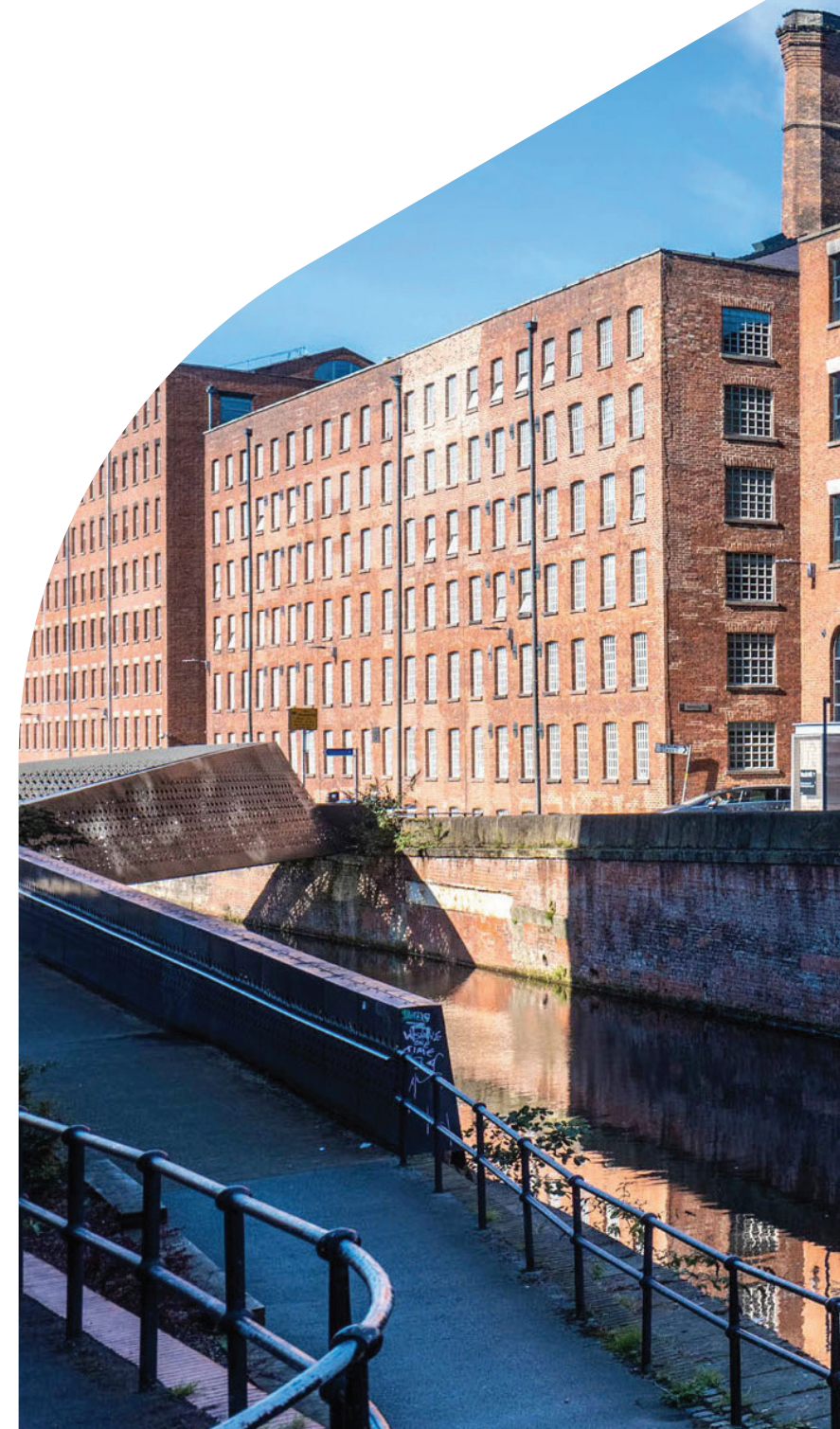
We have analysed and taken inspiration from existing historic buildings in the Ancoats area, interpreting these styles in a modern approach to create a sustainable and energy efficient building appropriate for the neighbourhood.

Two different but complementary colour groups will be used across the development, giving each of the two buildings an individual character.

A selection of materials will be used across the development, toned to fit within the colour group for each building.



Visualisation showing the colour groups of the two buildings.



Street Views

The main entrance to each block will be on Jersey Street, either side of the proposed Prussia Street Arm Greenway, a new linear park introduced in the Public Realm Strategy.

Each block will be home to commercial spaces to create dynamic and lively streetscapes that will maximise footfall off Jersey Street and the public realm overlooking the canal.



View from the corner of Jersey Street and the Canal Bridge

The Accommodation

Jersey Wharf will be a unique and high-quality location for living, providing 190 new homes in a mix of 1, 2 and 3 bedroom apartments. All the homes have been designed to meet or exceed Nationally Described Space Standards and some will include a terrace or a balcony.

Residents will also benefit from a concierge and shared facilities on the ground floor of the building, which will open out into a new landscaped residents' garden which will benefit from a southern aspect and canal views.



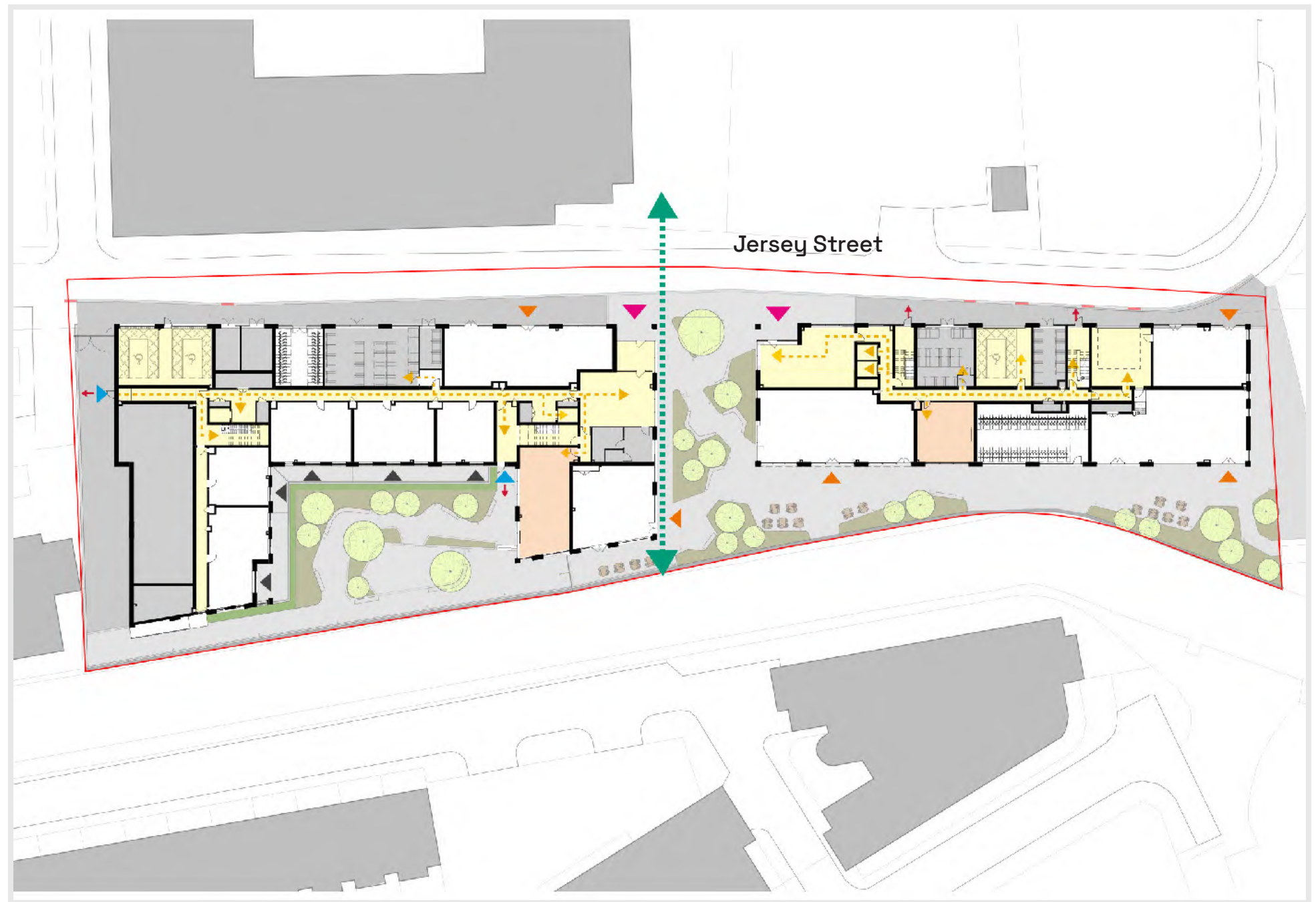
Interior concept arrangement

Community

With an active street frontage, the ground floor of Jersey Wharf will contain a mix of commercial space that will open out onto the public realm. This will encourage increased footfall to this area of Ancoats, strengthening connectivity and the scheme's contribution to Manchester City Council's Public Realm Strategy.

Key

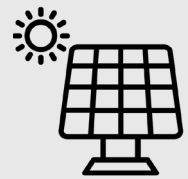
-  Site boundary
-  Residential primary entrance
-  Residential secondary entrance
-  Private apartment entrance
-  Residential access route
-  Commercial entrance
-  Green link connection
-  Exits



Ground floor context plan

Sustainability

Our proposals for the scheme respond to consultation requests for more sustainable buildings and will help to meet Manchester City Council's climate targets by developing low-carbon, sustainable and efficient buildings.



Rooftop solar panels



Dedicated bike storage



All electric energy system



Highly insulated buildings



Cycle parking and 3 disabled parking bays provided on site. Residents will be encouraged to use the Ancoats Mobility Hub. Car parking spaces will be allocated within the Hub for Jersey Wharf residents and residents will have access to the car sharing and car club facilities at the Hub.



Trees and planting to provide natural drainage and improve air quality



Open Space and Connections

The proposals ensure that Jersey Wharf will have a range of high-quality open spaces which will support the wider vision for the Poland Street area as set out in the Ancoats Public Realm Strategy.

The buildings have been positioned on the north of the site along Jersey Street to both strengthen the built form and take advantage of the southern aspect and canal side views and access. In line with Manchester City Council's emerging Public Realm Strategy, the development will facilitate the creation of high quality public realm adjacent to the Rochdale Canal.

Spill out space is provided for the commercial units whilst allowing a generous route along the canal's edge connecting to the footpath. A private south facing residents' garden is proposed with a positive aspect towards the canal frontage.



Deloitte.

Real Estate

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