



Planning Statement

(Including **Statement of Community Involvement** and **Affordable Housing Statement**)

**This City residential development
Land to the west of Rodney Street,
Manchester**

Wates Construction Ltd.

June 2022

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Appendix I Consultation materials

Report title: Planning Statement

Prepared by: Anne Burke-Hargreaves, Director

Status: FINAL

Draft date: 13 June 2022

For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Planning Statement (including Statement of Community Involvement and Affordable Housing Statement) has been prepared by Avison Young (UK) Limited. (AY) for Wates Construction Limited (Wates). Wates are the lead contractor working with This City.
- 1.2 This City is a new kind of housing company, owned and run by Manchester City Council (MCC). They are a new venture that will develop high quality, low carbon housing for all Mancunians. The new homes will be a mix of market housing and homes designated for Manchester Living Rent (to be rented at or below Local Housing Allowance levels). Market housing will subsidise the provision of the Manchester Living Rent properties.
- 1.3 As This City is an MCC venture, the applicant is Manchester City Council.
- 1.4 The description of the proposed development as stated on the application form is as follows:
- Erection of two residential apartment buildings (Use Class C3), one of 8 storeys (68 apartments) and one of 5 storeys (50 apartments), to form a total of 118 residential apartments; and erection of 10, 3 storey townhouses (Use Class C3); together with car and cycle parking provision, hard and soft landscaping including public realm, access, substation and other associated works*
- 1.5 The application site is 0.76ha and is located within the area known as the 'Back of Ancoats' or the 'Poland Street Zone'.
- 1.6 This application is submitted following pre-application discussions with the Local Planning Authority (LPA) at MCC.
- 1.7 This Statement includes the following sections:
- Site Description;
 - Planning Policy & Strategy Review;
 - Proposed Development & Affordable Housing Statement;
 - Statement of Community Involvement;
 - Planning Considerations; and
 - Conclusions.
- 1.8 When considering Environmental Impact Assessment requirements, the scheme does not class as Schedule 1 development. Schedule 2 includes residential urban development projects where the development either includes more than 150 dwellings or the area of development is 5ha. As this scheme is 128 dwellings, and the site area is 0.76ha, the Schedule 2 thresholds are not triggered.
- 1.9 The site is also not located within a nationally or locally designated sensitive area, and the scheme will not generate significant trips and therefore will not affect local air quality.
- 1.10 It is therefore concluded that the development is not EIA development and does not need to be screened. This will be discussed with MCC as needed following the application submission.

Scheme benefits

1.11 A summary of the benefits of the scheme is provided below.

- 128 new homes, ranging from one-bedroom apartments to four-bedroom townhouses.
- 30% of the homes designated for Manchester Living Rent, to be rented out at or below Local Housing Allowance levels.
- A mix of apartments and terraced houses to meet the needs of different household sizes, all designed to be M4(2) 'accessible and adaptable dwellings'
- Sensitive building design focused on the human scale, with consideration of the surrounding architectural context in form and materials.
- High quality landscaped public realm, with improved connections across the site.
- Biodiversity improvements through tree planting, lowland meadow and wildflower planting, new hedgerows, native and ornamental planting, and bird and bat boxes.
- Development in a highly sustainable location with excellent access to walking, cycling and public transport facilities.
- Secure cycle storage at a ratio of 1:1.
- On on-site parking enabled with electric vehicle charging points.
- Minimal on-site parking for the apartments, focused on disabled provision, with off-site parking for some apartment residents to be available in the planned new Mobility Hub nearby.
- A low carbon development seeking to achieve Association of Environmentally Conscious Buildings accreditation.
- A focus on sustainable development through water and energy efficiency, carbon reduction, pollution control, well designed drainage and consideration of occupant wellbeing.
- Waste management to prioritise recycling and minimise the amount of waste going to landfill.
- Application of Secured by Design principles to ensure that the development is safe and secure.
- Implementation of a local labour agreement to ensure that Manchester residents are prioritised for construction jobs.
- Increased spending in the local economy associated with 128 additional dwellings.
- Generation of at least £1.5 million in Council Tax over a 10-year period.

2. Site Description

- 2.1 This section of the Planning Statement provides a detailed description of the site and surrounding area, site constraints and relevant planning history.

The site and surrounding context

- 2.2 The 0.76ha site is located within the area known as the Back of Ancoats or the Poland Street Zone, and is approximately 1km to the east of the city centre. The site boundaries are defined as follows:
- Jersey Street to the south with a terrace of 2 storey residential properties beyond;
 - Wadeford Close to the west with a public footpath and Ancoats Green beyond;
 - Rodney Street and Butler Street to the east, with 2 storey semi-detached residential properties on the other side of Rodney Street and a new residential development with a mix of houses and apartments of 3 or 4 storeys, under construction on the other side of Butler Street;
 - A public footpath to the north and the 13 storey Tribe residential building beyond.
- 2.3 The area beyond the site and Rodney Street / Butler Street to the east is known as Miles Platting.
- 2.4 More widely the site sits within an area of regeneration, as per the Ancoats and New Islington Neighbourhood Development Framework (NDF). Further detail on this strategic regeneration context is provided in Section 3 of this Statement below.
- 2.5 The Poland Street Zone is currently occupied by industrial / commercial properties and surface car parking, as well as the existing pockets of residential uses on Jersey Street and at the Tribe building.
- 2.6 The NDF has informed the emerging development context in the vicinity of the site. This is summarised in the diagram in Figure 2.1 below, with further details in Figure 2.2.

Figure 2.1: Development context surrounding the site

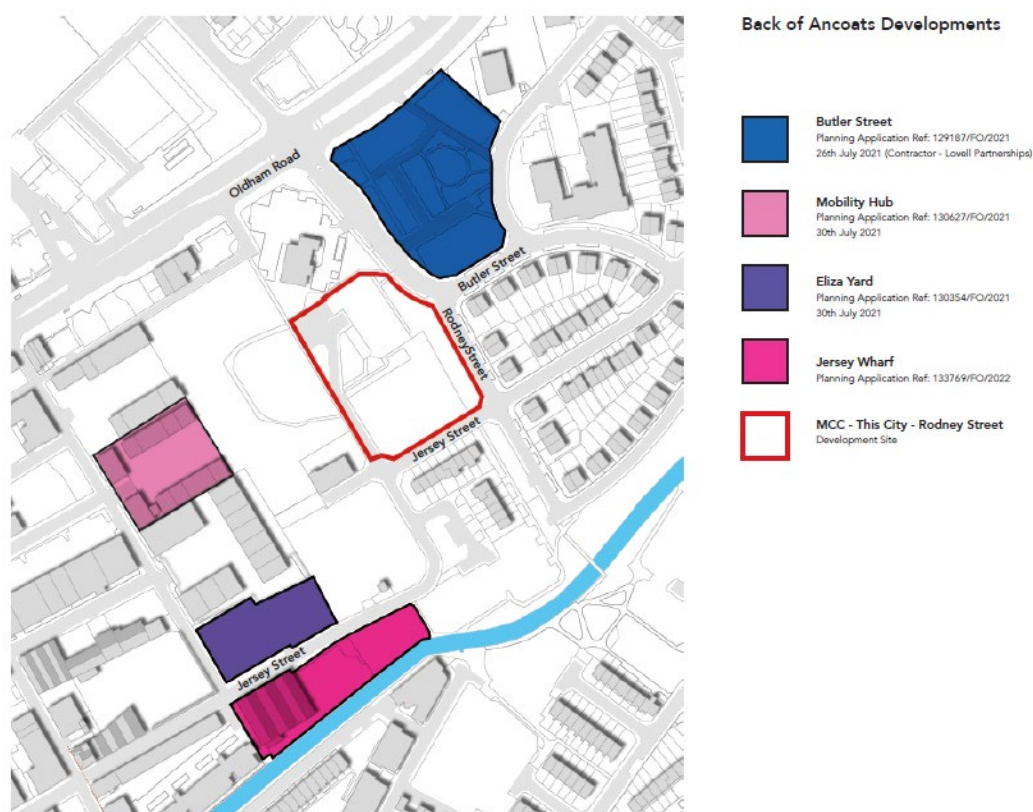
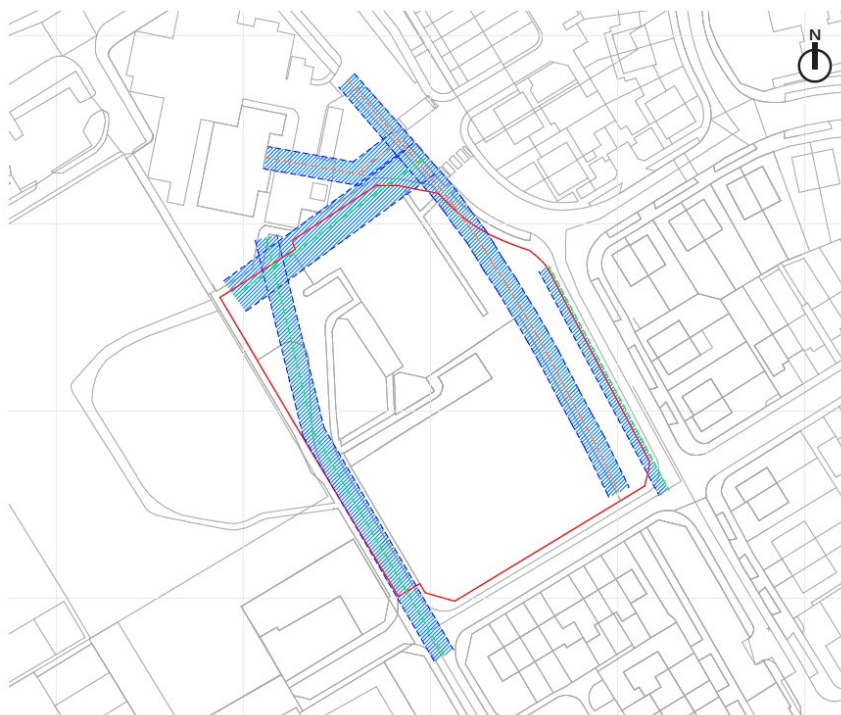


Figure 2.2: Details of the development context surrounding the site

Site	Application ref	Description of development	Decision
Butler Street - Lovell Partnerships	129187/FO/2021	Erection of 24 houses and 19 apartments (43 in total) comprising of three and four storey residential properties (C3a) with associated landscaping, car parking, boundary treatment and other associated works.	Approved 26 th July 2021
Mobility Hub - Manchester Life	130627/FO/2021	Erection of an 8-storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures.	Approved 31 st July 2021
Eliza Yard - Manchester Life	130354/FO/2021	Erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works.	Approved 30 th July 2021
Jersey Wharf - Manchester Life	133769/FO/2022	Erection of two, 8 storey residential buildings (Use Class C3a) with associated ground floor commercial (Use Class E) and ancillary amenity space, together with cycle and car parking, landscaping and public realm and other associated works following demolition of existing structures	Pending consideration
Tribe Tower	102891/FO/2013/N1	Refurbishment of existing 13 storey tower block to form 64 no. flats including external overcladding, replacement windows and associated landscaping, boundary treatments, car parking, and new vehicular access to Butler Street.	13 th August 2013

- 2.7 The site itself is predominantly flat and roughly rectangular in shape. It is currently accessed off Wadeford Close, which leads to an area of hardstanding, used for informal car parking accommodating around 30 cars.
- 2.8 There are other small areas of hardstanding on the site, with the remainder being covered by grass and self-seeded shrubs. There are mature trees around the perimeter, in particular along the eastern boundary adjacent to Rodney Street. None of the trees on site are covered by Tree Preservation Orders.
- 2.9 The site has a number of utilities (sewers and gas mains) running underneath / around it, and therefore there are a number of easements across the site which have influenced the scheme proposals. These are shown in Figure 2.3 below.

Figure 2.3: Utilities easement zones



- 2.10 The site also has a number of adopted highway and footpath routes crossing the site, and these are as indicated in green in Figure 2.4 below. There are no separate designated public rights of way crossing the site.

Figure 2.4: Adopted highway extents

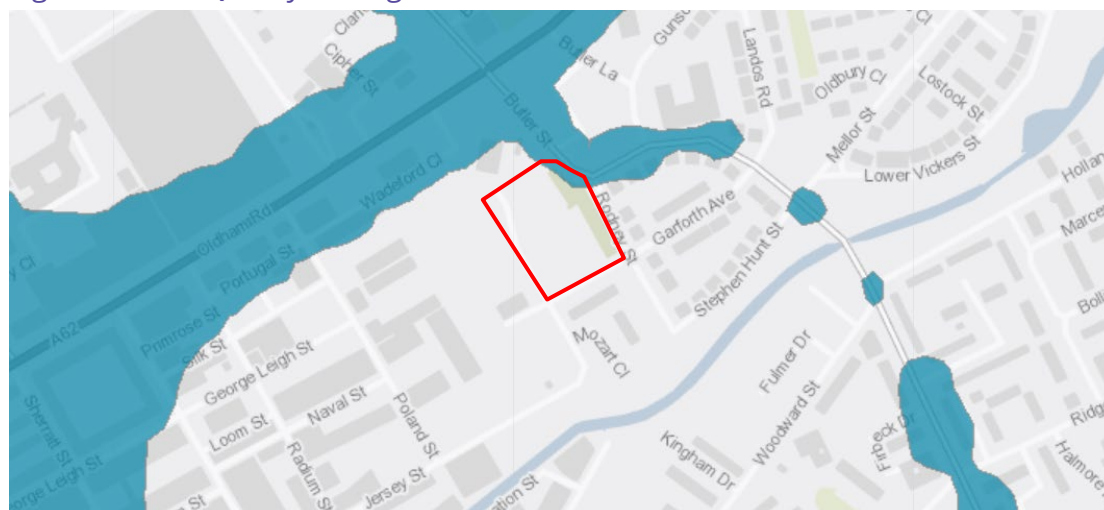


- 2.11 The site lies adjacent to the Ancoats Conservation Area to the west of the site, albeit there are no listed buildings in close proximity to the site – they all lie beyond Radium Street to the west.
- 2.12 The site is located within Flood Zone 1 on the Flood Map for Planning, and therefore has a low probability of flooding from rivers and seas. The vast majority of the site is at very low risk of surface water flooding, with a small pocket in the centre of the site at low risk. The site is not at risk of

flooding from reservoirs. The site does, however, lie within the Conurbation Core Critical Drainage Area.

- 2.13 The LLFA asset register does not record any known or indicative culverted ordinary watercourses within the site boundary. The closest indicative culverted ordinary watercourses are approximately 100m to the northwest and approximately 160m to the southeast.
- 2.14 In terms of ecology, a Preliminary Ecological Appraisal survey has been produced, and the site is considered to be of limited ecological value. Pre-development checks for badgers and breeding birds are recommended, and a measures to incorporate hedgehogs into the development plans are also recommended. In relation to bats, the report identifies that the site is not likely to hold great significance for commuting and foraging bat species but habitat is present for commuting and foraging on the site. An additional Bat Roost Assessment has demonstrated that all trees to be removed have a low or negligible potential for roosting bats.
- 2.15 In terms of air quality, the site boundary slightly overlaps with an Air Quality Management Area (AQMA) on Oldham Road in the north-east corner. This is shown in Figure 2.5 below (noting the red line is approximate only).

Figure 2.5: Air Quality Management Area



- 2.16 The site has been home to a variety of different types of development over the years. At one time it accommodated industrial uses, and then subsequently residential housing from the late 18th Century onwards. Buildings were present on the site until the early 2010s, and then cleared.
- 2.17 The submitted Archaeological Desk Based Assessment states that the potential for the site to contain buried archaeological remains is considered to be high. Remains may include historic field boundaries, late 18th-century workers' houses and early 19th-century workers' houses. Most of the potential buried remains would be of local significance.
- 2.18 The Phase II Geo-Environmental Assessment submitted with the application states that through a site investigation ground conditions were identified to comprise a significant thickness (up to 2.6m) of made ground, overlying slightly gravelly clays (with some bands of granular soils) to depths of up to 28m. Below this lay weathered sandstone to the base of the boreholes. Shallow perched groundwater was identified, whilst the natural groundwater table is indicated to lie at around 15-20m.
- 2.19 The site is not in, or close to, any waste sites or mineral safeguarding/search areas, and is not within a coal mining development high risk area.

Planning History

- 2.20 In 1998 planning permission was granted for the clearance of the site and redevelopment for 101 homes, but this was not implemented. Further plans for residential development on this site were put forward in the 2000s, as part of the Miles Platting PFI project.
- 2.21 Although these plans didn't come forward, the site has always been earmarked for residential development in subsequent Regeneration Frameworks for the area (as detailed further in Section 3 of this Statement).
- 2.22 The specific details of the site's Planning History are set out in the table in Figure 2.6 below.

Figure 2.6: Planning history

Application ref	Address & description of development	Decision
080520/FO/2006/N1	Land Forming The Miles Platting Neighbourhood As Bounded By New Allen St, Livesey St, Oldham Rd, Sawley Rd, Varley St, James St, Lwr Vickers St, Danson St, Iron St, Rear Of Kenwin St, Bradford Rd, Old Mill St, Miles Platting Full Application for the re-development of the Miles Platting Neighbourhood area, comprising the erection of 11 new dwellinghouses (4 on Sawley Road, 2 on Bradford Road and 5 on Chippenham Road (following demolition)), part 2/3 storey extension to Butler Court to provide 20 additional apartments for the elderly, external alterations to 7 existing high rise blocks (Alburn, Nelson, Queensbury, Butler, Landos, Gunson and Naylor Courts), new boundary treatments to all domestic properties, physical upgrading of 1548 houses and apartments, conversion of 22 apartments at Millhead Avenue and Manstead Walk to form 11 family houses, and removal of 65 apartments from existing high rise blocks to form larger residential units, environmental and public realm works including the provision of 6 pocket parks (following demolition); and the carrying out of associated highway improvements throughout the area	Approved 26 Oct 2006
079633/OO/2006/N1	Land Bounded By New Allen St/Oldham Rd To North West, Sawley Rd/Varley St To Saxon St To North & North East, Bradford Rd/Ashton Canal & Old Mill St To South & East, Weybridge Rd/Wadeford Cl/Butler St & Oakford Ave To West Miles Platting OUTLINE APPLICATION for the re-development of the Miles Platting neighbourhood area, comprising the erection of a maximum of 1443 no. residential dwellings comprising a maximum of 875 no. houses and 568 no. apartments and means of access. Demolition of 278 residential properties and 28 areas of commercial properties/community facilities. Refurbishment works to 1757 retained houses and apartments. Erection of a maximum of 6935 sq. metres (gross) commercial and community facilities (Classes A1,A2,A3,A4,A5,D1 and D2) on Oldham Road/Varley Street. Erection of a maximum 600 sq. metres (gross) inter-denominational community facility floorspace adjacent to	Approved 05 Sep 2006

Application ref	Address & description of development	Decision
	Rochdale Canal (Class D1). Provision of a maximum area of 0.74 hectares for education-related Class D1 use to south-east of St. Marks School. Provision of 2.64 hectares public open space including canal-side walkway and informal amenity areas. Provision of new and refurbished highway network and associated parking	
053518/FO/NORTH2/98	Land bounded by Rodney Court/ Oldham Road/Butler Street, Ancoats Residential development comprising 101 dwellings after demolition of existing buildings	Approved 26 Mar 1998
049128/FU/NORTH2/96	Derwent House, Rodney Street, Ancoats Change of use from an elderly persons home to a night shelter for the homeless for a temporary period	Approved 18 Jan 1996
024640	"Derwent" Rodney Street, Ancoats, CENTRAL CITY COUNCIL DEVELOPMENT Construction of fire escape staircase to aged persons home	Approved 04 Jul 1985

3. Planning Policy & Strategy Review

- 3.1 The Town and Country Planning Act 1990 and the Planning and Compulsory Purchase Act 2004 establish the legislative basis for town planning in England and Wales. Together the Acts establish a 'plan led' system which requires LPAs to determine planning applications in accordance with the Statutory Development Plan unless material considerations indicate otherwise.
- 3.2 MCC is the LPA that is responsible for preparing the Local Plan for, and determining planning applications in, Manchester.

National policy

- 3.3 A key material consideration is the revised National Planning Policy Framework (NPPF), published in July 2021, and the supporting Planning Practice Guidance (PPG) (2014-).
- 3.4 The most relevant sections and paragraphs of the NPPF are set out in Figure 3.1 below.

Figure 3.1: NPPF policies

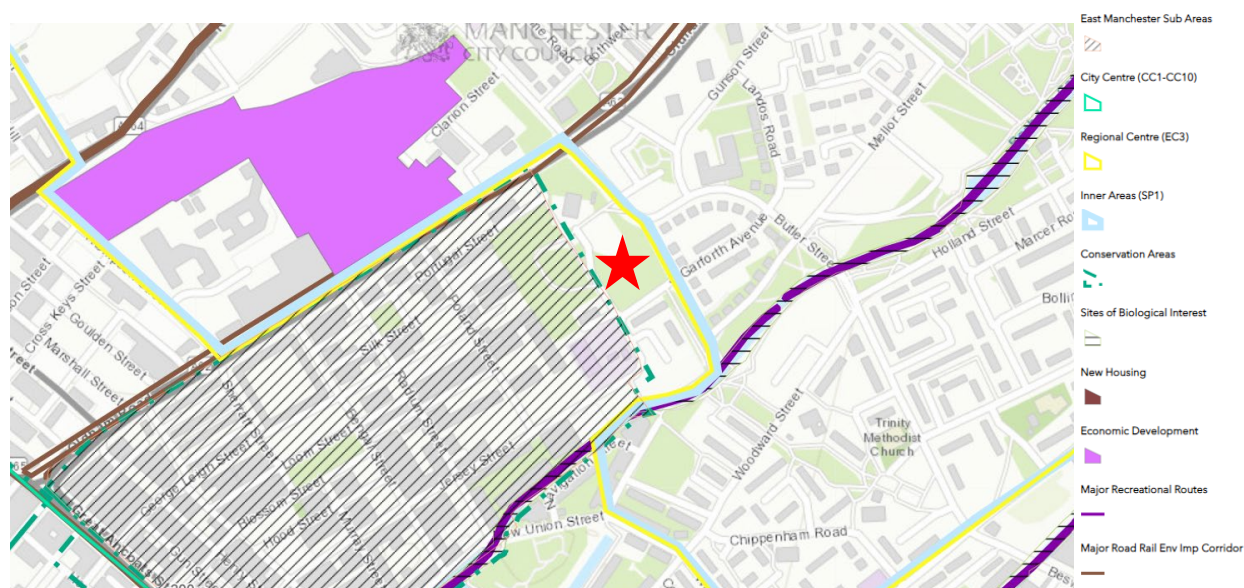
Section	Relevant paragraph
2 – Achieving sustainable development	8, 9, 11
4 – Decision-making	38, 39, 40, 41, 47, 48
5 – Delivering a sufficient supply of homes	60, 65, 69
8 – Promoting healthy and safe communities	92, 97, 98, 99
9 – Promoting sustainable transport	104, 110, 111, 112, 113
10 – Supporting high quality communications	114
11 – Making effective use of land	119, 120, 124, 125
12 – Achieving well designed places	126, 130, 131, 132, 134, 135
14 – Meeting the challenge of climate change, flooding and coastal change	154, 157, 159, 167, 169
15 – Conserving and enhancing the natural environment	174, 180, 183, 184, 185, 186
16 – Conserving the historic environment	194, 195, 197, 199, 201, 202, 203, 205, 206

- 3.5 In addition to the NPPF, a further material consideration at national policy level is the National Design Guide (January 2021) and National Model Design Code (June 2021). This guide expands on the design policies in Section 12 of the NPPF, and identifies / details ten characteristics of good design.

Adopted Local Plan

- 3.6 The adopted Statutory Development Plan for Manchester City Council comprises the Core Strategy (2012) and the saved policies of the Unitary Development Plan (UDP) for the City of Manchester (1995). The Greater Manchester Joint Waste Development Plan Document (2012) and the Greater Manchester Joint Minerals Development Plan Document (2013) are also part of the Development Plan.
- 3.7 As per Figure 3.2 below, the Interactive Proposals Map shows that the application site (red star) is not designated or allocated for a specific purpose. The site is, however, within a number of wider area designations, including:
- East Manchester – Core Strategy Policies EC5 and H4 (not shown on the map due to legibility)
 - Regional Centre – Core Strategy Policy EC3 (yellow line boundary on the map, the blue line is the boundary of the Inner Areas beyond)
- 3.8 The site is adjacent to the Ancoats Conservation Area to the west (green dashed line on the map), and the hatched area of Ancoats, a defined East Manchester Sub Area. The brown lines along Oldham Road to the north indicate a Major Road Rail Improvement Corridor, and the purple and hatched line of the canal to the south reflects a Major Recreational Route and a Site of Biological Interest. The solid green line to the bottom left of the map image indicates the City Centre boundary.
- 3.9 The site is not located within a Minerals Safeguarding Area in the Greater Manchester Joint Minerals Development Plan Document.

Figure 3.2: Interactive Proposals Map



- 3.10 The relevant policies of the adopted Local Plan are set out in Figures 3.3 and 3.4 below.
- 3.11 The NPPF states at paragraph 219 that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to them, according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

Figure 3.3: Core Strategy policies

Policy ref.	Policy title
SP1	Spatial Principles
EC1	Employment and Economic Growth in Manchester
EC3	The Regional Centre
EC5	East Manchester
H1	Overall Housing Provision
H4	East Manchester
H8	Affordable Housing
T1	Sustainable Transport
T2	Accessible areas of opportunity and need
EN1	Design Principles and Strategic Character Areas
EN2	Tall buildings
EN3	Heritage
EN4	Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
EN5	Strategic Areas for low and zero carbon decentralised energy infrastructure
EN6	Target Framework for CO2 reductions from low or zero carbon energy supplies
EN8	Adaptation to Climate Change
EN9	Green Infrastructure
EN10	Safeguarding Open Space, Sport and Recreation Facilities
EN11	Quantity of Open Space, Sport and Recreation
EN12	Area priorities for Open Space, Sport and Recreation
EN14	Flood Risk

Policy ref.	Policy title
EN15	Biodiversity and Geological Conservation
EN16	Air Quality
EN17	Water Quality
EN18	Contaminated Land and Ground Stability
EN19	Waste
PA1	Developer Contributions
DM1	Development Management

Figure 3.4: UDP saved policies

Policy ref.	Policy title
EM8	East Manchester – Sub-Area 4 - Ancoats
DC7.1	New Housing Development
DC18.1	Conservation Areas
DC20.1	Archaeology
DC22.1	Footpath Protection
DC26.1, 26.2, 26.4 & 26.5	Development and Noise

Emerging Local Plan

- 3.12 Recent work by MCC and other Greater Manchester Authorities on the Greater Manchester Spatial Framework (GMSF) was stopped following the withdrawal of Stockport Council in December 2020. An alternative joint development plan - Places for Everyone – is now being progressed by the remaining nine Greater Manchester Councils.
- 3.13 The Places for Everyone Joint Development Plan Document Publication Plan was considered at the Places for Everyone Joint Committee on 20 July 2021 and was subsequently approved by each of the nine districts for publication under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012. The Plan was submitted to the Secretary of State on 14 February 2022, together with all the supporting documents / background evidence and any representations received

during the final stage of consultation which took place between 9 August 2021 and 3 October 2021. Examination hearings sessions are expected to commence in October 2022, with adoption anticipated in 2023.

3.14 Emerging Places for Everyone policies of note are set out in Figure 3.5 below.

Figure 3.5: Places for Everyone policies

Policy ref.	Policy title
JP-Strat 5	Inner Areas
JP-Strat 14	A Sustainable and Integrated Transport Network
JP-S 1	Sustainable Development
JP-S 2	Carbon and Energy
JP-S 4	Resilience
JP-S 5	Flood Risk and the Water Environment
JP-S 6	Clean Air
JP-S 7	Resource Efficiency
JP-H 1	Scale, Distribution and Phasing of New Housing Development
JP-H 2	Affordability of New Housing
JP-H 3	Type, Size and Design of New Housing
JP-H 4	Density of New Housing
JP-G 1	Valuing Important Landscapes
JP-G 2	Green Infrastructure Network
JP-G 6	Urban Green Space
JP-G 7	Trees and Woodland
JP-G 9	A Net Enhancement of Biodiversity and Geodiversity
JP-P 1	Sustainable Places
JP-P 2	Heritage

Policy ref.	Policy title
JP-P 6	Health
JP-P 7	Sport and Recreation
JP-C 1	An Integrated Network
JP-C 2	Digital Connectivity
JP-C 4	Streets for All
JP-C 5	Walking and Cycling
JP-C 7	Transport Requirements of New Development
JP-D 1	Infrastructure Implementation
JP-D 2	Developer Contributions

- 3.15 MCC is also currently preparing a new Local Plan. The Issues Consultation stage finished on 1 May 2020. The next stage will be the draft Local Plan, which will have more detail on how the city will deal with the main issues it is facing.

Other documents & guidance

- 3.16 In addition to the adopted and emerging statutory planning documents, there are a number of other documents of relevance when considering the proposed development. These are:
- Manchester Residential Quality Guidance (2017)
 - Providing for Housing Choice Supplementary Planning Document and Planning Guidance (2008)
 - Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)
 - Design for Access 2 (2003)
 - City Centre Transport Strategy to 2040 (2021).
 - MCC - SuDS Requirement for Developers (2019)
 - Our Manchester Strategy – Forward to 2025
 - Manchester Climate Change Framework: 2020-2025 (2020)
 - Manchester's Green and Blue Infrastructure Strategy
 - Climate Change Emergency and Playing Our Full Part on Climate Change (2018)
- 3.17 The **Manchester Residential Quality Guidance** was published in draft in August 2016 and adopted by the City Council's Executive in December 2017 and sets out MCC's design and quality standard for new housing. The quality guidance demands design excellence in all new housing built in the city, sets minimum space standards and seeks to ensure high environmental standards.
- 3.18 The Guidance sets out the nine components that 'combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live' and

developers are expected to refer to the guidance throughout the planning and development process and any new development should comply with it unless otherwise justified.

- 3.19 The Guidance requires good quality residential developments to exhibit an active ground floor to facilitate animated and interesting streets. Public realm should be an integral part of all new residential development to ensure that Manchester's neighbourhoods are attractive, vibrant and successful. The Guidance also requires residential development to be functional and offer practical solutions to waste management, recycling facilities, cycle parking and storage.
- 3.20 The **Guide to Development in Manchester SPD** provides further planning guidance on bringing together environmental, economic and social development principles to assist in the creation of a cohesive and sustainable city. The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently. The document also provides details regarding the delivery of achievable and financially viable approaches to all aspects of sustainability.

Strategic regeneration context

- 3.21 The strategic regeneration context of the application site is set out in the relevant Neighbourhood Development Framework documents, which are a material planning consideration in the determination of planning applications. These are detailed further below.

Ancoats and New Islington Neighbourhood Development Framework Update (2016)

- 3.22 The document states that its purpose is to update the Ancoats and New Islington Neighbourhood Development Framework (NDF) approved by Manchester City Council's Executive Committee in October 2014, to reflect further detailed masterplanning work for the area and to take into account changes in policy context and the significant progress that has been made towards delivering the original 2014 NDF proposals.
- 3.23 It goes on to state that the purpose of the document remains the same as the approved 2014 NDF. This is to guide the positive regeneration of the area comprehensively and to deliver an attractive and successful residential-led neighbourhood with opportunities for a wider mix of complementary uses where increasing numbers of people would choose to live, work and spend leisure time.
- 3.24 The NDF includes a series of Core Development and Urban Design Principles, and identifies 6 Character Areas. The application site is located in 'Character Area 3 – The Poland Street Zone'. The NDF states that it is considered that to the north of the character area, a predominance of residential uses would assist in creating a seamless transition into the family housing format of Miles Platting.

Ancoats and new Islington NDF - Character Area 3 – Poland Street Zone (2020)

- 3.25 This document is a further update to the 2014 and 2016 NDF documents, focused on ensuring a coordinated and policy consistent approach to development in the Poland Street Zone, and to steer the quality of design required to deliver the next stage of regeneration.
- 3.26 The document identifies that the vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future.
- 3.27 It goes on to state that the area warrants a design response that takes into account the surrounding area's particular characteristics and supports the delivery of the key ambitions for the area as follows:

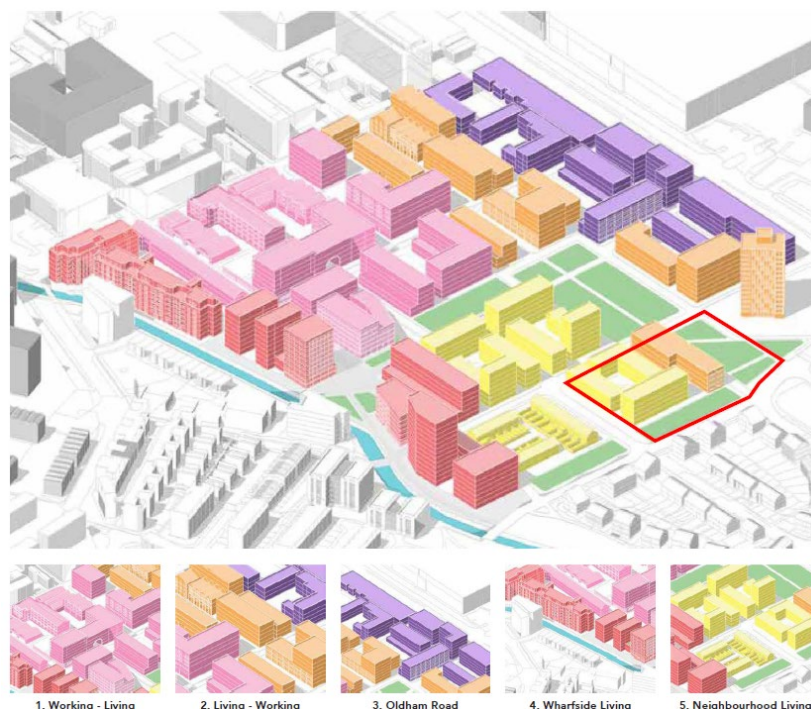
- Diverse and multi-generational – A housing mix and living environment that opens up the Ancoats urban lifestyle to a broader range of people;
- Living and working – An active and mixed place that optimises residential and employment space, carefully managing the needs of both communities;
- Urban and green – Unreservedly urban in its density, medium-rise in scale and structured around meaningful open and green spaces and people friendly streets; and
- Sociable and sustainable – Somewhere that supports carbon neutral living and working, and fosters a sense of community and collective responsibility.

3.28 The document includes a series of detailed design principles that include the following:

- **Sense of place and community** – The design of new development, streets and spaces ought to take the best of Ancoats – its physical character, its setting and social history. A key aspect of this will be respecting the urban grid of Ancoats, the intensity of its buildings and robustness of its materials, even as densities and uses change in composition in different locations and character areas. The environment can help to foster a community by looking to bring the ‘common room’ outside by creating physical spaces where residents and occupiers can choose to spend time and which facilitate face-to-face interactions and collaboration.
- **Transformed connectivity** – The Poland Street Zone is already a neighbourhood that connects people and activities north-south and east-west. The NDF seeks to reinforce this, with George Leigh Street and Jersey Street identified as two strategic corridors.
- **Local movement and accessibility** – The historic street grid at the back of Ancoats has broken down and creates an opportunity to create a new hierarchy of streets with the pedestrians and cyclists taking priority over the car. A perimeter vehicle circuit structure allows for the middle to be car free. For a greener city and delivering an environmental uplift, the Poland Street Zone is envisaged as a very low car use area. Some residents may need to have access to private cars, and there may also be requirements for visitor and commercial access. However, the relationship of the centre’s core and accessibility of public transport makes this a highly sustainable location.
- **Built form** – Development at the Front of Ancoats has been strongly influenced by the height and massing profile of the listed mills. Moving beyond this there is an opportunity for a more varied approach that reacts to the potential uses and activities as well as a range of streets and spaces. Key to this will be creating an urban structure that maintains an urban intensity whilst providing a comfortable human scale. Height ought to be dictated and informed by the character of the area, and accompanied by an assessment which justifies the proposed height and demonstrates how the development meets the Councils quality agenda. The analysis undertaken suggests a maximum height of 8 storeys to reflect existing massing.
- **Uses** – There is an opportunity for a tangible, living and working neighbourhood, taking account of some of the commercial and community clusters that have traditionally or more recently come to define Ancoats. Residential development ought to be encouraged and supported where it delivers the opportunity for: 1. A diverse range of homes – inventive mixes of townhouses, family homes and apartments of varied sizes including larger 3 or even 4 bed homes. 2. Provision of affordable housing in the right location, and of appropriate type and tenure to ensure that homes are truly affordable to people on a range of incomes and which meets the changing needs and aspirations of our aging population.
- **Open space** – The ambition is to avoid a single, static space or an insular focal point, but provide a threaded urban park that promotes and facilitates movement into and through the area as much as it provides a focal point for community life. Crucially, ground floor building uses ought to complement and facilitate the open space uses and activity. There are opportunities to create green space through the setting out of a new pattern of green streets which are treated as linear public spaces from the outset.

- 3.29 The document includes an illustrative framework for development in the Zone as well as identifying potential character areas. These potential character areas are shown in Figure 3.6 below with the application site boundary shown by the red line.

Figure 3.6: Poland Street Zone Potential Character Areas



Poland Steet Zone Public Realm Strategy (2022)

- 3.30 In March 2022, the Council's Executive endorsed the Poland Street Zone Public Realm Strategy, an Addendum to the 2020 NDF. This Strategy seeks to build a narrative on how the design principles set out in the NDF can be realised through the detailed design of streets and spaces.
- 3.31 It also provides an up-to-date reflection of the masterplanning and design intent regarding proposed new buildings in/around the application site, and the approval of the Ancoats Mobility Hub.
- 3.32 The Strategy states that its vision is to support the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of a public realm which supports life and celebrates place; and that this vision will be achieved by rebalancing movement to promote active travel, and through the delivery of an enhanced green heart at Ancoats Green. It also states that the green character will extend into the adjacent streets and spaces to create a liveable, healthy environment, which is climate resilient and supports the moves towards a Zero Carbon Manchester.
- 3.33 The Strategy identifies a series of opportunities which are used to inform the proposals in the document. These are:
- There is a real opportunity to extend the influence of Ancoats Green through the neighbourhood, enhancing its functions and providing future residents opportunities for play and amenity.
 - The area sits at the interface of several existing and future communities, and as such creates a space where communities come together - encouraging integration, interaction and conviviality.
 - To improve the range of functions and activities available in the public realm, including space for active play, biodiversity, local events and outdoor sport.
 - The Mobility Hub provides the opportunity to rebalance the streets in the area in favour of active travel, reducing car dominance and prioritising the health and wellbeing of people. It also allows

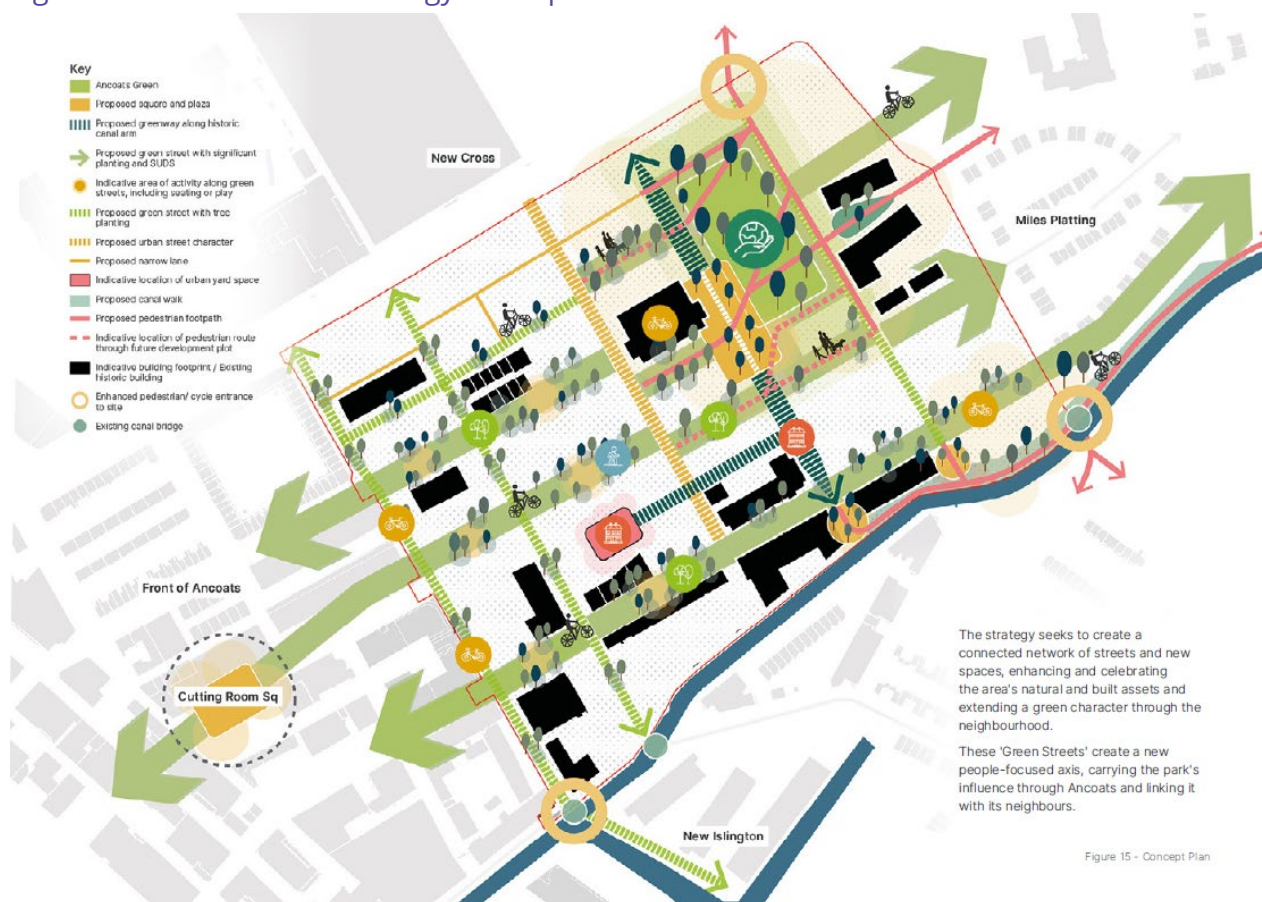
for the reallocation of highway over to green space, planting and trees, in the form of Green Streets, which will in turn emphasise the grain of the streets.

- Create strong pedestrian and cycle connections through the neighbourhood, such as the Prussia Street Arm Greenway, that connects with its neighbours, the key city spaces and the wider strategic cycle network.

3.34 Figure 15 of the Strategy is replicated in Figure 3.7 below, which reflects the application site proposals and the principles to which the development has been designed. The Strategy lists these as follows:

- The importance of Ancoats Green as a focus/conduit for key routes between communities and destination points within the City.
- Strengthening desire lines as they permeate Ancoats Green, integrating them with the overall design and function of the space.
- A new plaza and playground around the Mobility Hub provides a focal point of activity, enhancing the active setting of this key building. The space connects the Mobility Hub and future developments to the park and becomes the centre of a new Greenway, along the alignment of the old Prussia Street Arm, which informs the character of this space. New Green Streets, pedestrian footpaths and cycleways will ensure safe and pleasant linkages between new homes and the Hub.
- The diagram also indicates a potential green connection along the Bengal Street canal Arm, along with other potential green corridors.
- Safety and security is a primary objective of the strategy. Active frontages will aid natural surveillance of the streets and spaces. Direct paths, improved lighting and removing hiding spots are all design considerations that encourage active use of the streets, spaces and Ancoats Green.

Figure 3.7: Public Realm Strategy Concept Plan



- 3.35 The Strategy goes on to provide further details as to the design intents for the different types of spaces identified. It also includes technical strategies in relation to materiality, hardworks, street furniture, softworks, lighting, surface water drainage, and the interface of utilities and drainage. Stewardship and maintenance, inclusive design and phasing are also considered.

4. Proposed Development & Affordable Housing Statement

4.1 This section of the Planning Statement describes the proposed development, and also provides the information that is required to form an Affordable Housing Statement.

4.2 The description of the proposed development as stated on the application form is as follows:

Erection of two residential apartment buildings (Use Class C3), one of 8 storeys (68 apartments) and one of 5 storeys (50 apartments), to form a total of 118 residential apartments; and erection of 10, 3 storey townhouses (Use Class C3); together with car and cycle parking provision, hard and soft landscaping including public realm, access, substation and other associated works

This City, housing tenure and mix

4.3 This City is a new kind of housing company, owned and run by Manchester City Council. They are a new venture that will develop high quality, low carbon housing for all Mancunians.

4.4 This City will boost the number of new homes being delivered in Manchester, with the needs of the people of Manchester at the core of what they do. Their plan is to build 500 new homes every year. Initially, the Council will free up its own land for this housing and also finance the schemes directly.

4.5 Key ambitions of This City are:

- This City is creating sustainable homes for everyone
- This City is more than bricks and mortar
- This City is building communities

4.6 The This City message is clear; any profits made from market rented units will go towards the provision of new affordable homes. A key ethos that This City will abide by is having a social conscience and providing homes for all.

4.7 In line with these aims, the new homes within the proposed development will be a mix of market housing and homes designated for Manchester Living Rent (to be rented at or below Local Housing Allowance levels). Market housing will subsidise the provision of the Manchester Living Rent properties, with no requirement for external grant funding.

4.8 The proposed housing mix across the 128 units is detailed in Figure 4.1 below. 'MLR' in the right hand column also indicates the number of properties of each size that are intended to be designated as Manchester Living Rent homes.

4.9 Figure 4.1 demonstrates that the following overall housing mix will be delivered across the scheme (percentages subject to rounding):

- 27 x 1-bed apartments = 21%
- 91 x 2-bed apartments = 71%
- 8 x 3-bed townhouses = 6%
- 2 x 4-bed townhouses = 2%

4.10 All of the homes meet the Nationally Described Space Standard (NDSS) requirements.

4.11 The proposed Manchester Living Rent properties will total 38, which is 30% of the total number of homes proposed. This includes 11% 1-beds, 11% 2-beds, 6% 3-beds and 2% 4-beds (totally 30%).

Figure 4.1: Housing mix

Size of unit	Block A	Block B	Townhouses A	Townhouses B	Total
1 bed (2 person)	12	15	-	-	27 (x14 MLR)
2 bed (3 person)	3	2	-	-	5
2 bed (4 person)	53	33			86 (x 14 MLR)
3 bed (5 person)	-	-	4	4	8 (x 8 MLR)
4 bed (7 person)	-	-	1	1	2 (x2 MLR)
Total	68	50	5	5	128 (x38 MLR)

- 4.12 The rationale for the tenure split is the housing need and demand figures that have been provided by the Council' Housing & Residential Growth Team to highlight the need for the provision of family homes let at an affordable price point in the Ancoats and Beswick Ward.
- 4.13 Given the strength of the rental market in the area of the application site, the Local Housing Allowance levels will be below that of a traditional Affordable Rent set at 80% of market rental values. Figure 4.2 below illustrates the indicative property rental values vs Local Housing Allowance levels.

Figure 4.2: Local Housing Allowance rents vs market rents

Property type	LHA rents (monthly)	Equivalent % of market rent (baselines set in Jan 2022)
1 bed	£598.35	70%
2 bed	£648.22	66%
3 bed	£723.02	66%
4 bed	£947.40	73%

- 4.14 This City will ensure that the development will provide this affordable housing in perpetuity in order to protect the provision of this much needed housing tenure, even in the event of the asset requiring the be sold to a third party.
- 4.15 The National Planning Policy Framework defines affordable housing for rent as housing that will be at least 20% below local market rents in perpetuity. Planning Practice Guidance states that 20% of units should be affordable private rent homes, with a minimum rent discount of at least 20% (inclusive of service charges). As a result of This City providing 30% of the homes at or below the Local Housing Allowance level, in perpetuity, these planning requirements are met and significantly exceeded.
- 4.16 In terms of lettings, for all homes that will be let at Manchester Living Rent, tenants will be selected against a number of criteria that will be established through the This City lettings policy, which is currently under development. The policy will work closely with those in place via Manchester Move.
- 4.17 The lettings route for the private rented properties will be provided via a third party procured by This City to facilitate the process on the company's behalf.
- 4.18 It is not intended that there will be any specific age groups targeted as part of the lettings approach for the properties.
- 4.19 In terms of the future management of the development, This City is currently in the process of drafting a specification which will go out to tender shortly. It is intended that the management services will be high quality and responsive, to ensure that residents receive a premier service, which will be the same across all of the tenure types.
- 4.20 The medium / long term aspiration for This City is to have its own management company, but at this point in the company's development, this is not financially viable due to the limited portfolio of properties which This City has.
- 4.21 In terms of accessible design, all of the homes are being designed to meet the requirements of Category M4(2) of the Building Regulations Approved Document Part M. This defines such homes as 'accessible and adaptable dwellings'. By meeting this criteria the scheme will deliver homes that allow adaptation to meet the changing needs of occupants over time, including those of some older and disabled people.
- 4.22 This City consider this to be the right approach to accessible design allowing flexibility if the needs of the residents change or if one of the tenants requires adaptations to be made prior to moving in. This City has not designated any properties to be available for residents with specific requirements at this point in the design process. Through the lettings process, any particular personal needs will be identified and This City will then work with the tenant to ensure that the property is fit for purpose.
- 4.23 For the scheme designs, This City is seeking a low carbon development that is targeting Association of Environmentally Conscious Buildings (AECB) accreditation.

Scale and massing

- 4.24 As indicated in Figure 4.1 above, the development can be split into 4 parts, as detailed below:
- Block A (northern apartment block) – 8 storeys, 68 apartments, 5,902sqm GIFA
 - Block B (southern apartment block) – 5 storeys (part 3 storeys), 50 apartments, 4,695sqm GIFA
 - Townhouses A (western townhouses) – 3 storeys, 5 houses, 556sqm GIFA
 - Townhouses B (eastern townhouses) – 3 storeys, 5 houses, 556sqm GIFA
 - Total – 128 residential units, 11,709sqm

- 4.25 At 128 homes across 0.76ha, the development density is 168 dwellings per hectare.
- 4.26 The proposed massing seeks to respond to the existing surrounding context, primarily the neighbouring Tribe Tower and adjacent houses along Rodney Street and Jersey Street.
- 4.27 The massing seeks to grade up between Jersey Street and The Tribe, creating a series of cascading forms. In addition to spreading the overall density across the site in a way that reflects the immediate context, this also provides the opportunity to create a range of building types. Along Jersey Street, 3 storey townhouses seek to create a robust street frontage which reflects the existing 2 storey houses opposite.
- 4.28 Either side of the proposed public realm link through the site Block A and Block B offer a range of apartment units as well as residential amenity space. Block B steps up from 3 storeys, visually linking to the adjacent townhouses, to 5 storeys. Block A rises to a total of 8 storeys, responding to the aspirations of the Neighbourhood Development Framework (as detailed in Section 3 above) and offering a stepping stone to the neighbouring 13 storey Tribe Tower.

Site layout and landscaping

- 4.29 In terms of site layout, this has been driven by the principles set out in the Neighbourhood Development Framework and the Poland Street Zone Public Realm Strategy (as detailed in Section 3 above). This has included the need to: create key connections, respond to the existing context, reinterpret historical street patterns, create a variety of green spaces, create designated public and private spaces and facilitate dual aspect living.
- 4.30 Of particular importance has been the requirement to create a strong physical connection across the site between Ancoats Green and Miles Platting, and to integrate the development into the surrounding neighbourhoods. In order to create this strong physical connection and encourage movement through this area, the two apartment blocks are arranged either side of a new green street, which links Butler Street with Ancoats Green.
- 4.31 The green street includes planting to defensible spaces and through the street provides a filter to the ground floor residences, whilst providing opportunities for sustainable urban drainage. Through the organic layout a primary path leads the user through the space with smaller incidental (semi-private) routes leading to the building access and egress points. Informal play space is also provided.
- 4.32 As noted above, responding to the existing context, the townhouses are proposed along Jersey Street to face the existing houses opposite and respect this scale of development.
- 4.33 Between Block B and the townhouses, a secure residents courtyard is proposed to offer a space for external amenity within the development site. Similar landscape principles to the public space manifest in the courtyard – an organic layout with defensible planting to ground floor areas and informal play space. Opportunities for seating and gathering are afforded to promote community living.
- 4.34 Adjacent to this courtyard is a row of private gardens allocated to each of the townhouse dwellings. The remainder of the site is given over to public realm, to provide an enhanced, high quality area of green space for both the residents and the wider community. This includes a green strip along the eastern boundary of the site.
- 4.35 The tree belt along this eastern side of the site will largely be retained and will benefit from additional planting and a new informal footpath through the landscape.

- 4.36 Overall, 45 trees of varying quality that currently sit on the site will need to be removed in order to facilitate the delivery of the development. 132 trees will be planted in their place (aiming for as close as possible to a ratio of 3:1 replacement).
- 4.37 The proposed tree planting will include semi-mature trees of a range of sizes and species, to promote a sense of maturity and seasonal character across the site, add visual diversity and interest and increase biodiversity. 15 multi-stem trees have been proposed in the private courtyard to add height and privacy. Biodiversity will also be improved at the site through the introduction of new hedgerows, lowland meadow and wildflower planting, and native and ornamental planting. Bird and bat boxes are also proposed.
- 4.38 A biodiversity net gain calculation for the development proposals has demonstrated that there will be no net loss in biodiversity as a result of the development, with a marginal gain of 0.68% habitat units projected, and a gain of 100% of hedgerow units projected.
- 4.39 Sustainable drainage techniques proposed for the development include permeable paving and rain gardens. Permeable paving, where possible, will be where hardstanding areas have a variety of permeable surface finishes, allowing surface water to pass through and aid drainage. Rain gardens will act as a collection facility by intercepting run-off to help ease pressure on the wider drainage system.
- 4.40 A substation is also proposed as part of the development, at the eastern boundary of the site. This has been located to avoid its service connections crossing the gas main easement at the east of the site, and to enable suitable and permanent access for Electricity North West. The substation has also been located to avoid existing trees, and to minimise visual impact on the residential properties across the road on Rodney Street. The substation will also be enclosed in a timber structure, in order to integrate it into the landscape in terms of its appearance.

Access and parking

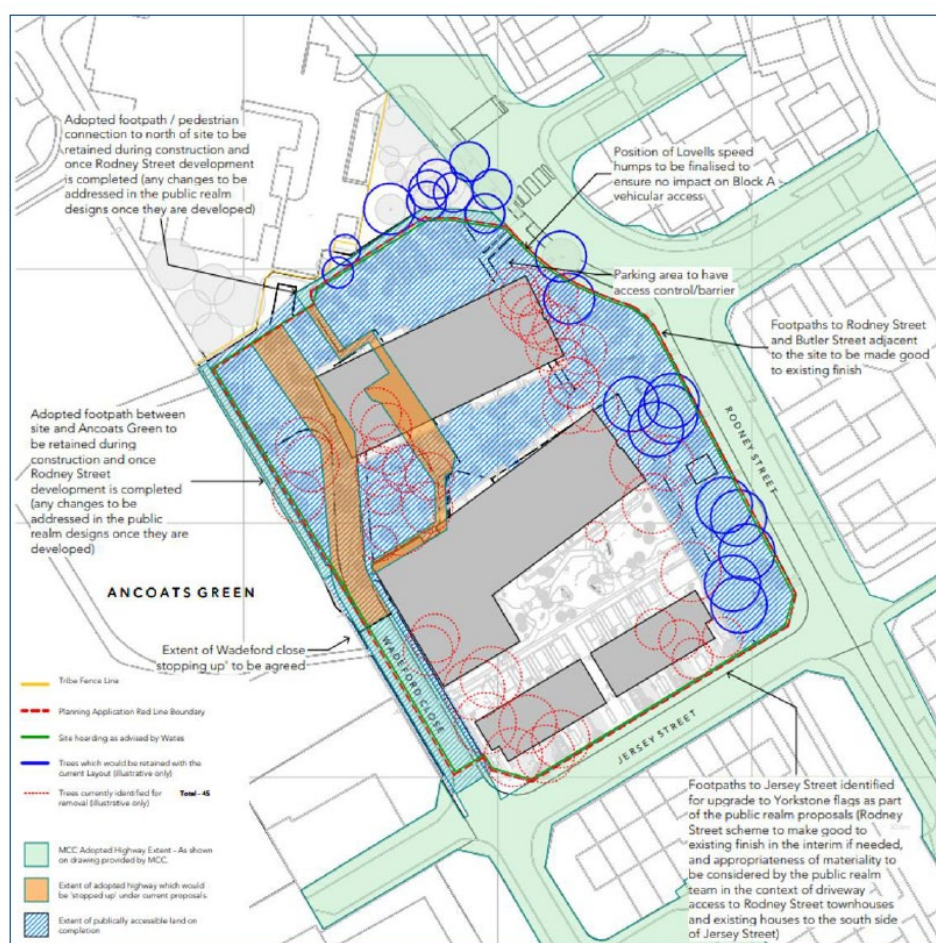
- 4.41 The NDF distinguishes the Poland Street Zone as a very low car use area and states that the proximity to the city core and access to public transport creates a highly sustainable location.
- 4.42 As noted in Section 2 above, the Ancoats Mobility Hub received planning permission in July 2021. The Mobility Hub is intended to consolidate residential parking into a single area, rather than it being provided on-plot throughout the NDF area. The Mobility Hub will provide:
- 408 car parking spaces, including 20 Car Club Spaces and 10 ridesharing spaces,
 - 150 cycle parking spaces, and
 - A delivery hub.
- 4.43 The application site itself includes 7 disabled spaces for the apartment blocks. 4 are allocated for Block A and provided in a barrier controlled parking area to the north of the building, served by a new access from Butler Street. 3 are allocated to Block B and are provided in an undercroft area to the western side of the building, accessed via Wadeford Close. All 7 parking spaces will be enabled for electric vehicle charging.
- 4.44 The 10 town houses will be provided with in curtilage car parking spaces in the form of driveways, providing another 10 spaces on site. The townhouse parking spaces will also be provided with electric vehicle charging points.
- 4.45 30 spaces for the development are also proposed to be allocated within the Ancoats Mobility Hub. 25% of spaces within the Mobility Hub will provide an electric vehicle charger, and this will ultimately

rise to 100%. It is anticipated that the Mobility Hub will be completed in advance of the occupation of the proposed residential development.

- 4.46 The total car parking provision for the scheme is therefore 47 spaces (a parking provision of 37%), which is in line with the level of provision in other recently approved schemes in the locality, and in line with the NDF parking strategy.
- 4.47 If demand for additional car parking does arise, car parking could be used within SIP's Gun Street multistorey car park which is 800m from the Rodney Street site and CitiPark's Tariff Street multi-storey car park that is 1.0km from the site. Both of these options are within acceptable walking distance to the site. Residents would be responsible for their own car parking arrangements with these third-party operators.
- 4.48 Furthermore, the scheme will be promoted as a sustainable location through the marketing and lettings strategy by This City, encouraging people to travel on foot, by bike or public transport.
- 4.49 The proposals include cycle parking at a ratio of 1:1, with 118 cycle parking spaces in stores on the ground floor of each of Block A and B, and in curtilage cycle parking for the townhouses. The Poland Street Zone Public Realm Strategy will also deliver improvements to cycle connectivity across the Back of Ancoats, and the location is in close proximity to a number of national, regional and local cycling routes.
- 4.50 The Ancoats Mobility Hub will also offer further cycle parking facilities and bike hire (including e-cargo bike hire), which will further help to promote cycling to local residents.
- 4.51 The Mobility Hub will also include a dedicated car club facility which will also help to reduce car ownership and improve sustainability.
- 4.52 In terms of public transport, the site benefits from excellent access to the local bus network, with a high number of bus stops located within 800m walking distance. The closest pair of bus stops is located on the A62 Oldham Road, approximately 150m north of the site. Further bus stops are available along the A662 Great Ancoats Street to the west, accessed via Jersey Street, and in the city centre.
- 4.53 The nearest tram stop to the site is New Islington, approximately 1km away. This equates to a 12-minute walk along an attractive and safe canal side route. Piccadilly Gardens Metrolink stop is located 1.4km from the site and provides access to additional services. Furthermore the site is located approximately 1.3km from Manchester Piccadilly Railway Station and 1.5km from Manchester Victoria Railway Station.
- 4.54 In terms of deliveries to the scheme, the Ancoats Mobility Hub will provide a "delivery hub" to allow a daily aggregation and sustainable last mile distribution of the parcels destined for the residential developments within the area, including the Rodney Street development. The Mobility Hub will take delivery of small to medium sized parcels where they will be stored until either an electric vehicle or cargo bike is full and ready for delivery.
- 4.55 Outside of deliveries to the Mobility Hub, infrequent servicing requirements for Block A can be undertaken within the car parking area to the north of the block and on street. Deliveries to this loading area would be managed by the on-site management team. Block B has access to an internal and external loading bay, Block B will house the postal area and concierge service for onward distribution to residents. The external loading bay allows for fire tender access to Block B. Fire tender access for Block A can be achieved via the northern car parking area.

- 4.56 Refuse collection for Block A can be undertaken on Butler Street in a similar manner to the recently approved Lovell's scheme on the north eastern side of Butler Street. Refuse collection for Block B will be undertaken from Wadford Close and the external loading area. Refuse will not be stored on the adopted highway. Refuse collection for the townhouses will be undertaken on Jersey Street in the same manner as the existing properties on the southern side of the carriageway.
- 4.57 More widely, a Traffic Regulation Order (TRO) review is currently being undertaken by Manchester City Council in conjunction with the development of the wider public realm strategy for the Poland Street Zone. This review will develop a TRO strategy for the area which will seek to prevent parking on residential streets by commuters and by those who should be parking in the new Mobility Hub. It is anticipated that this strategy will be implemented prior to the opening of the Rodney Street development.
- 4.58 The Rodney Street development specifically will provide no waiting at any time restrictions (double yellow lines) to prohibit parking at all times on the remaining section of Wadford Close.
- 4.59 In addition to the TRO(s), there will also be a need to formally stop up the parts of the adopted highway (see Figure 2.4 above) that are affected by the scheme. These are indicated in orange on the development parameters plan in Figure 4.3 below. This plan also indicates a series of other development parameters that the scheme is working to in terms of pedestrian circulation during / after construction, and where existing footpaths will be made good as part of the scheme / what it is assumed will be delivered as part of the wider public realm strategy improvements.

Figure 4.3: Development parameters including stopping up of adopted highway



Internal layout

- 4.60 In terms of Block A, the ground floor includes 6 apartments, each with their own private front door access and benefitting from a zone of defensible space between the apartment and the public realm. Access for the rest of the residents within the Block is through the main entrance, which has access off the main pedestrian path running through the public realm. The entrance lobby leads residents to the lift and stairs to the upper levels. Plant, refuse and cycle store provision are located to the north side of the building and have direct access from the dedicated parking area of Block A.
- 4.61 At first floor, the plan continues to reflect a compact and simple arrangement of apartments around the central core. Both corner and typical 2B4P apartments are located along the main corridor, with a double height space indicated over the entrance lobby.
- 4.62 The remaining upper levels (second-seventh) are also, predominantly, an arrangement of typical and corner 2B4P apartments, with the introduction of 1B2P apartments to provide a mix of units for residents.
- 4.63 Similarly to Block A, the ground floor arrangement of Block B is predominantly dedicated to a number of ground floor apartments, both 2 bedroom and 1 bedroom.
- 4.64 Also in Block B is provision for residents amenity space, intended to serve the residents across the whole development site. These spaces are facilitated by the on-site management team, who have a dedicated reception desk and back of house area. The residents amenity includes a social meeting area, accessed off the main entrance lobby which provides the opportunity for meeting/ working in a space that offers views out over Ancoats Green. Amenity is also offered within the community hall at ground floor which seeks to offer a flexible space for residents to use for a series of purposes such as yoga, residents meeting area, cinema night, arts and crafts clubs etc. Plant, refuse and cycle stores are also situated at this level, as well as secure disabled parking provision in an undercroft area.
- 4.65 Residents amenity space continues at first floor level, with a mezzanine area for quieter work/study located off the main corridor. The remainder of the floor is dedicated to a number of 2B4P and 1B2P apartment types. At second floor level the plan is repeated from the first floor below with the introduction of two additional 2B4P types. The remaining two levels of Block B are repeated arrangements, occupying the main level of the building form. At Third Floor level, access is provided to a small roof area (for maintenance and access purposes only).
- 4.66 Apartments across both blocks have been designed within the residential blocks to optimise dual-aspect arrangements to provide greater opportunities for views out and direct access to external amenity.
- 4.67 In terms of the townhouses, at Ground Floor, all have individual private access from the front of the properties along Jersey Street, with secure private gardens to the rear. Access to the 4 bed house types is to the side of the property leading into a generous hallway, which includes a ground floor level WC to satisfy M4(2) requirements. A large living room is located to the front of the property, whilst an open plan kitchen-dining space to the rear looks over the private garden.
- 4.68 The 3 bed house types are accessed direct off their private driveways leading into a generous entrance hallway. The main body of the ground floor is given over to an open plan kitchen, dining and living space overlooking the rear garden. An M4(2) compliant WC is also provided at ground floor level.
- 4.69 Bedrooms and bathrooms are provided at first and/or second floor levels, subject to whether the property is a 3 or 4-bed.

Appearance

- 4.70 As detailed in the submitted Design & Access Statement, whilst each of the blocks are individually expressed, it is important that the scheme has a common language that ties the development together.
- 4.71 Taking cues from local and historical references, the development is proposed to incorporate the language of a 'base' across each of the blocks. This creates a robust frontage at a pedestrian scale, with the remaining upper levels in a similar brick type and expressed simply- allowing the brick-deep recess of the windows to add depth to the facades. This hierarchy is also expressed at prominent corners where the 'base' extends past ground floor.
- 4.72 Similarly to local historic precedents the internal levels of the building are expressed on the external facade. Where the overall scale of the building increases, as shown in Block A, the architectural expression also increases and the 'base' treatment is taken to 1st floor.
- 4.73 Both apartment blocks take a similar approach to their façade arrangements, which combine a simple approach to brickwork to achieve a distinct yet sensitive contribution to the local context.
- 4.74 Block A is a simple mass form which reaches 8 storeys in height. The form of the building is expressed as a single block, which uses brick deep window reveals and ground floor recesses to add interest across the facades, whilst providing the building with a strong 'base' at a human scale. A variation in brickwork is used to highlight the 'base' of the block, whilst brickwork also rises above the roof level to provide a full height parapet and create a commensurate 'top' to the building.
- 4.75 At ground floor, apartments include their own front door, which is inset within a brick recess. This offers a more private point of access to these apartments as well as providing a point of difference at the street level scale where the buildings interact with the public realm.
- 4.76 Block B is again a simple mass, rising to a lower height of 5 storeys to the main block and 3 storeys to the rear leg. The form of the building is expressed as a single block, which along the north elevation can be seen subdivided into 3 portions broken up by the main entrance and secondary stair cores. The design approach taken mirrors that for Block A.
- 4.77 Block B also includes large areas of glazing to articulate the residents amenity space to the north-west of Block B, which offer long views over Ancoats Green and the proposed pedestrian link through the site.
- 4.78 As discussed at the pre-application stage with MCC Planning, the design of the windows for the of the apartment blocks omits louvres above the window head, and adopts a slim profile aluminium window frame. The living rooms will also include a delicate balustrade to the proposed juliet balconies (with discrete fixings to the window frames).
- 4.79 Both townhouse blocks are identical in their expression as mirrored blocks, which combine a simple approach to brickwork to tie into the wider development and immediate context. The two blocks follow the same design rationale of being expressed as a single block. Visual interest is brought through the castellating facade which creates a robust frontage to Jersey Street.
- 4.80 The 4 bedroom dwellings offer a book end to the terrace blocks, articulating the corners of the development site whilst all windows incorporate brick deep reveals to add interest across the facades.

-
- 4.81 The proposed material palette for the development takes cues from the immediate neighbourhood of Ancoats, adopting a palette of red brickwork in complementary tones. Curtain walling, glazing and metalwork will be finished to suit the overall approach to brickwork. Entrance doors to the townhouses and ground floor apartments will be finished in an ash wood veneer, creating a welcome entrance at this level.
- 4.82 In line with Manchester's Residential Quality Guidance, the proposals adopt a limited palette of materials, promoting a sense of character and enhancing the sense of place across the development.

5. Statement of Community Involvement

- 5.1 This section of the Planning Statement summarises the engagement undertaken with stakeholders in relation to the development proposals to date.

The role of engagement

- 5.2 Community and stakeholder engagement is recognised as an integral part of the planning process. Paragraph 39 of the National Planning Policy Framework (NPPF) states that:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”

- 5.3 Paragraph 40 of the NPPF goes on to suggest that local planning authorities should encourage those applicants who are not already required to do so by law, to engage with the local community before submitting their applications.

Pre-application discussions with the LPA

- 5.4 The following pre-application meetings have been held with the Local Planning Authority at MCC and statutory consultees on the application:

- Pre-application meeting with MCC Planning – 8th December 2021
- Pre-application meeting with MCC Planning – 8th March 2022
- Pre-application meeting with MCC Planning & Environmental Health Officer – 1st April 2022
- Pre-application meeting with Greater Manchester Police – 5th April 2022
- Pre-application meeting with MCC Planning – 7th April 2022
- Pre-application meeting with MCC Planning & Highways – 4th May 2022
- Pre-application meeting with MCC Planning & LLFA – 9th May 2022

- 5.5 A meeting was also held to facilitate coordination with the Public Realm Strategy team on 27th April 2022.

- 5.6 These meetings, and associated email correspondence, covered the following topics:

- Principle of development & relationship to the NDF and Poland Street Zone Public Realm Strategy;
- Project timescales and relationships to the delivery of the Mobility Hub and Ancoats Green works;
- Public consultation responses;
- Housing tenure vs policy requirements, and lettings & management approach;
- Housing mix, space standards, and accessible design;
- Building massing, design and materiality;
- Elevations and window designs;
- Site layout & landscaping strategy;
- Substation location and appearance;
- Trees and biodiversity, and mitigation requirements;
- Residential parking strategy (including cycle and electric vehicle spaces), servicing & deliveries,
- Adopted highway stopping up; and Traffic Regulation Orders;
- Sustainability strategy and AECB certification;
- AVO strategy – ventilation, noise, thermal comfort;
- External lighting; internal daylighting; daylight & sunlight; and wind impact;
- Crime impact & security;

- Fire safety;
- Heritage considerations and views;
- Flood risk and sustainable drainage strategy;
- Likely planning conditions.

Engagement with stakeholders

- 5.7 Wider community engagement took place in two stages, the first in February 2022 and the second in May/June 2022. Both consultations were organised by Counter Context Ltd. on behalf of MCC / This City and reporting provided by Counter Context has been utilised to provide the commentary below. Copies of the consultation materials referred to below are also included within Appendix I to this Statement.
- 5.8 At each stage of engagement, MCC / This City Officers have also briefed Ward Councillors and Council Leaders on the proposals directly.

Stage One community consultation

- 5.9 The Stage One consultation ran for 4 weeks from 4th February to 27th February 2022. A variety of methods were used to engage with local residents and interested parties, as detailed below.
- 5.10 Consultation postcards informing residents of the public consultation were distributed on 4th February 2022 to residential addresses within the consultation boundary area shown in Figure 5.1 below (2,742 addresses). This area includes the Front and Back of Ancoats, and the west of Miles Platting.

Figure 5.1: Postcard distribution area



- 5.11 Local community groups and schools were also emailed a consultation notification. The organisations contacted were:
- Friends of Ancoats Green
 - Mustard Tree
 - Royal Mills Residents Association

- Victoria Square
- St George's Community Centre
- The Halle
- CityCo
- Ancoats Food and Beverage Network
- Park View Community Primary School
- Abbott Community Primary School
- St Patrick's RC Primary School

- 5.12 A dedicated consultation webpage was set up on the Manchester.gov.uk website and also went live on 4th February 2022. This provided an introduction to the Rodney Street proposals; a link to further information; an online feedback questionnaire and details of a telephone information line and email address for any queries. The consultation webpage had a total of 1,137 views for the duration of the consultation.
- 5.13 A press release was also issued on 4th February 2022 to local media outlets and was also posted as a news article on the Manchester.gov.uk website, supported by social media posts.
- 5.14 Public drop-in events took place at the Halle St Peter's in Ancoats on 14th February 2022 (12-2.30pm and 5-7pm). These were held in conjunction with the Poland Street Zone Public Realm Strategy consultation, which ran in parallel; and members of the design team, Wates and representatives from This City were available to provide information and answer any questions. In addition, a series of exhibition boards which outlined the early development proposals were available to view and consultation questionnaires were available to complete. 56 people attended the events.
- 5.15 54 consultation responses were received, and overall, there was a varied response from consultation respondents when they were asked whether they felt positively or negatively about the proposals to develop a high quality residential scheme on this site. 22 respondents stated that they felt positive or very positive about the plans, compared to 18 respondents who stated that they felt negatively or very negatively. 8 respondents indicated a neutral view.
- 5.16 A summary of the feedback received during this consultation from residents is provided below:
- **Housing Provision, Accessible and Affordable Housing:** Many respondents were keen to express their support for the inclusion of accessible housing in the proposals. Indeed, there were a number of comments that stressed the need for additional housing at a more affordable price in order to meet demand. A few respondents stated that this is particularly pertinent for local residents, who are increasingly being forced to move elsewhere as a result of high rental prices. Relatedly, a couple of respondents suggested that local residents should be offered preferential or priority access to the new housing.
 - **Design:** There were a number of comments requesting that the apartments overlooking Ancoats Green have as many windows and balconies as possible. Reasons cited for this included providing much-needed surveillance of the Green and objections to a 'blank wall' facing the Green. Another respondent stated that the problems with crime and anti-social behaviour in the area need to be taken into account in the design of the development.
Building height was another issue that was raised by respondents. In particular, some respondents expressed concern that the height of the proposed buildings could potentially shade Ancoats Green. One respondent suggested that a light survey be undertaken to determine whether the development would shade the Green. A number of other respondents cited more general concerns about height and a preference for buildings of a lower height in the area. Some respondents suggested that the project team should work collaboratively with the local community to ensure that the design meets the latter's needs. Moreover, it was also noted that

this would be particularly important due to the role of the local community in ensuring the upkeep of the area.

Another respondent stated that they would like to see the distinct character of Ancoats (red brick, cobbled etc.) retained in the design of the proposed buildings.

- **Green Space:** It was frequently suggested that the area is in need of more green space. A number of comments suggested that existing green space in the area needs to be both retained and properly maintained. A small number of respondents stated that the proposed site for development should be kept as green space. A couple of comments suggested that the development should include more green space. A few respondents also stated that they would like to see more green space as opposed to the construction of more apartment blocks.
- **Parking:** Several respondents expressed dissatisfaction in relation to the lack of parking included in the proposals. It was frequently suggested that the proposed parking provision is insufficient, particularly due to the already challenging situation that residents currently face. A number of respondents stated that the addition of more cars to the area as a result of the proposals would exacerbate the situation. One respondent suggested adding underground parking for residents. It was also suggested by one respondent that there needs to be more disabled parking provision.
- **Amenities:** A number of residents stated that Ancoats needs more amenities to reflect the ongoing development and growth of the area. Those who raised this issue suggested amenities such as coffee shops, bars, shops and a gym. A couple of comments suggested that amenities such as these were needed to help foster a sense of community and facilitate integration between new and existing residents. One respondent stated that there needs to be more facilities for younger people.
- **Environmental considerations:** one respondent requested that the target figures for embodied carbon emissions and energy use be published and that they are a part of the design team's brief. This respondent also claimed that the suggested 2023 figures for Manchester are easily achievable now and that, ideally, the targets for this development should exceed them. Another respondent suggested that sustainable building materials should be used in the development to ensure that Manchester hits its green city status.
- **Crime and anti-social behaviour:** a few respondents took the opportunity to draw attention to the problem of crime and anti-social behaviour in the area. A couple of comments suggested that further measures are needed to improve safety in the area, such as additional CCTV. One respondent stated that litter was a problem in this area and was concerned that this proposal would exacerbate this issue.
- **Miscellaneous:**
 - One respondent expressed opposition to any further PRS schemes in Ancoats.
 - One respondent stated that the project would serve to regenerate the area.
 - One respondent stated that the Lovell development has already gridlocked roads in the area and was therefore concerned that this development will serve to exacerbate this problem.
 - One respondent stated that multi-storey car parks should be free as people are currently discouraged from using them due to free on-street parking, particularly on Garforth Avenue, Rodney Street, Stephen Hunt Street and Mellor Street.
 - One respondent suggested that the project would help extend the urban core of the city.
 - One respondent requested a commitment to not join Stephen Hunt Street with Jersey Street.

5.17 A summary of the feedback received during this consultation from local community /interest groups is provided below:

- Welcomes the inclusion of accessible housing.
- Requested further information about how the proposed housing will be managed and whether the local people can be involved.
- Suggested that there is still an imbalance between private and social housing.
- Emphasised the importance of retaining and supporting local community facilities.

- All of the proposed new homes should be built to Building Regulation M4(2) 'accessible' standard, with 10% built to M4(3) 'wheelchair-accessible' standard.
- Use an alternative word to 'accessible' when referring to rents so as to not cause confusion with provision for disabled people.
- Any new housing should be developed in neighbourhoods with green spaces that are accessible for disabled people.

Stage Two community consultation

- 5.18 The Stage Two community consultation took place from 20th May to 7th June 2022. The same methods for engagement were employed as had been for the Stage One consultation.
- 5.19 Consultation postcards were distributed on 18th May 2022 to inform local residents of the public consultation. These were again sent to the residential addresses within the area shown in Figure 5.1. The same community groups and schools that were contacted for the Stage One consultation were again emailed a notification informing them of the second public consultation round.
- 5.20 A dedicated consultation webpage was set up on the Manchester.gov.uk website and went live on 20th May 2022. This provided information on the more detailed Rodney Street proposals, and also a link to a downloadable pdf document of the boards displayed at the drop-in event. It also included an online feedback questionnaire, and an email address for any queries. The consultation webpage had a total of 44 views during the consultation.
- 5.21 A press release was issued on 20th May 2022 to local media outlets and was also posted as a news article on the Manchester.gov.uk website, supported by social media posts.
- 5.22 The public drop-in event was held at Miles Platting Community Library on Thursday 26th May 2022 (3-7pm). Members of the design team, Wates and representatives from This City were on hand to provide information and answer any questions from attendees. 3 people attended the event.
- 5.23 13 consultation responses were received, reflecting relatively balanced opinions. 6 respondents stated that they felt positive or very positive about the plans, compared to 5 respondents who stated that they felt negatively or very negatively. 1 respondent suggested they held a neutral view.
- 5.24 A summary of the feedback received during this consultation from residents is provided below:
- **Parking:** several respondents expressed concern regarding the impact on parking in the area. In particular, it was noted that the area already suffers from a challenging parking situation and that the development would likely serve to exacerbate this due to the lack of proposed parking provision and the increase of cars on the roads. One respondent stated that failing to address the parking situation in the area will inevitably lead to people parking on the Lovell Development in Miles Platting. One respondent claimed that people are and will continue to be deterred from paying for parking whilst they are able to park on the surrounding streets for free.
 - **Design:** a couple of respondents praised the 'high quality' design of the development. One respondent expressed support for the use of brick, suggesting that it will match the other recently proposed residential developments in the vicinity of the site. Another respondent suggested that the development will make a great contribution to the area. One respondent criticised the design of the development on the grounds that it is too 'plain' and 'unimaginative', suggesting that it should be more ambitious.
- A couple of respondents requested that greater consideration be given to the inclusion of balconies in the plans for the development. One of these respondents suggested that this would allow residents to enjoy the park. One respondent suggested using a different coloured brick for the townhouses so that they have their own identity.

- **Affordable housing/Manchester Living Rent:** a few respondents expressed support for the inclusion of affordable housing in the proposals.
- **Building height:** one respondent expressed concern regarding the height of the proposed development. Specifically, it was suggested that the 7/8 storey block could potentially cause a loss of light into the newly built houses that sit across from the site. In turn, this respondent requested that the development be reduced in height.
- **Accessible housing:** a representative from the Greater Manchester Coalition of Disabled People (GMCDP) expressed support in relation to the commitment to make all the new homes 'accessible and adaptable.' This respondent requested confirmation that the new homes will be built to M4(2), M4(3) and ADM4(2) standards, in addition to whether the proposed outdoor spaces and surrounding access areas will be accessible to disabled people. (A response covering the same themes was also received from the GMCDP directly).
- **Landscaping:** one respondent stated that the landscaping needs to be high quality and extensive.
- **Green space:** one respondent stated that they would prefer to see the site be used for a park rather than residential development.
- **Noise and disruption:** one respondent expressed concern regarding the level of disruption caused by the construction of the development.
- **Trees:** one respondent expressed reservations over the proposed tree removal on the Jersey Street side of the development, suggesting that it could potentially have a negative impact on privacy.
- **Traffic:** one respondent claimed that the development would exacerbate traffic in the area.
- **Housing type:** one respondent claimed that there is a lack of demand for flats given the shift towards home-working. In turn, this respondent suggested that there needs be more emphasis on the provision of space in these properties to accommodate this.

6. Planning Considerations

- 6.1 This section of the Planning Statement assesses the proposed development against the relevant planning policies identified in the earlier section.

Principle of development

- 6.2 Core Strategy Policy SP1 sets out spatial principles for development. It states:

The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living

- 6.3 It also states that the City is covered by regeneration areas and that all development should have regard to the character, issues and strategy for each regeneration area as described in the Strategic Regeneration Frameworks. Furthermore it states that new development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

- 6.4 Core Strategy Policy EC3 regarding the Regional Centre states:

Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

- 6.5 Core Strategy Policy H1 regarding overall housing provision states that new housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. It also states that 90% of residential development will be on previously developed land.

- 6.6 Furthermore, it sets out that proposals for new residential development should:

- Contribute to creating mixed communities.
- Reflect the spatial distribution which supports growth on previously developed sites in sustainable locations.
- Contribute to the design principles of Manchester's Local Development Framework [now Local Plan], including in environmental terms.
- Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development.
- Prioritise sites which are in close proximity to centres or high frequency public transport routes.
- Take account of any environmental constraints on a site's development.
- Be designed to give privacy to both its residents and neighbours.

- 6.7 Core Strategy Policy H4 specifically relates to housing in East Manchester and states:

East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

- 6.8 The development of this previously developed site for residential uses, in a highly sustainable location, that is well designed and provides new public realm as well as private residential amenity space, is considered to be in line with the above Core Strategy Policies. The NDF for Ancoats and New Islington, and the further Framework for the Poland Street Zone specifically, as detailed in Section 3 above, also clearly support the principle of residential development on this application site.

- 6.9 Regarding the current status of the site as a recently cleared, vacant grassed area, it is considered that the proposals in the NDF make clear a future residential development intention, and that policies relating to the loss of open space are not directly applicable in this instance.
- 6.10 However, the general intentions of Core Strategy Policies EN9, EN11 and EN12 to provide high quality new public realm and green infrastructure are met through the development, which will deliver a significant enhancement over the existing situation. This is also in line with supplementary planning guidance and the specific intentions of the Poland Street Zone Public Realm Strategy.

Housing mix, affordable housing and density

- 6.11 The approach to housing mix, affordable housing and density is set out in Section 4 of this Statement and therefore is not repeated here.
- 6.12 Core Strategy Policy H1 regarding overall housing provision states that the distribution of new housing, and the mix within each area, will depend on a number of factors including the need to diversify housing stock. As set out in Section 4 of this Statement, the scheme proposed is specifically intended to diversify housing stock / tenure, to meet identified local needs.

- 6.13 Policy H1 goes on to state that:

High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location.

- 6.14 Core Strategy Policy H4 also states that high density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre.
- 6.15 As stated in Section 4 above, the scheme proposals achieve a density of 168 dwellings per hectare, which is in keeping with these policies and the site's location in the Regional Centre close to the city centre.
- 6.16 Core Strategy Policy H8 regarding affordable housing applies to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. It states:

New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.

The proportion of affordable housing units will reflect the type and size of the development as a whole. [...] Affordable housing units will be inclusively designed to reflect the character of development on the site.

- 6.17 It is noted that this policy doesn't specifically reflect the Build to Rent Sector. As stated in Section 4 above, the National Planning Policy Framework defines affordable housing for rent as housing that will be at least 20% below local market rents in perpetuity. Planning Practice Guidance states that 20% of units should be affordable private rent homes, with a minimum rent discount of at least 20% (inclusive of service charges).
- 6.18 As also set out in Section 4, as This City is providing 30% of the homes at or below the Local Housing Allowance level, in perpetuity, these planning requirements are met and significantly exceeded.
- 6.19 The mix of Manchester Living Rent and market housing across the scheme is also specifically intended to meet local needs (i.e. 100% of the 3 and 4 bed properties will be Manchester Living Rent,

with a lower proportion of 2 beds compared to market housing). All properties, irrespective of whether they will be Manchester Living Rent dwellings, have been designed to the same standards.

- 6.20 The scheme as proposed is therefore considered to be policy compliant in terms of affordable housing.
- 6.21 In terms of housing mix more generally, as set out in Section 4, this includes 21% 1-beds, 71% 2-beds, 6% 3-beds, and 2% 4-beds; and all properties are designed to be category M4(2) accessible and adaptable dwellings.
- 6.22 In the latest Validation Checklist (January 2020), MCC states that in the city centre there should be no more than 33% 1-beds, and that 10% should be DDA compliant. Whilst the scheme is not in the city centre, its mix is consistent with these aims, and it is considered appropriate to the locality, and appropriate for a Build to Rent development.
- 6.23 All dwellings are also designed to NDSS standards and in line with Manchester Residential Quality Guidance, as detailed in Section 4, and in the submitted **Design & Access Statement**.

Site layout, scale, building design and landscaping

- 6.24 The approach to site layout, scale, building design and landscaping is set out in Section 4 of this Statement and therefore is not repeated here. Further details are provided in the **Design & Access Statement** submitted with this application, and other details on specific technical topics are provided later on this Section.
- 6.25 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 126, 130-132 and 134, and the principles of the National Design Guide and National Model Design Code; Core Strategy Policies EN1 and DM1; Manchester Residential Quality Guidance and the Guide to Development in Manchester SPD.

Tall buildings

- 6.26 A specific policy requiring consideration in the context of the proposed development is Core Strategy Policy EN2 which relates to Tall Buildings. This states the following:

Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline

Proposals for tall buildings will be supported where it can be demonstrated that they

- Are of excellent design quality,*
- Are appropriately located,*
- Contribute positively to sustainability,*
- Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and*
- Will bring significant regeneration benefits.*

A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. [...]

By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.

- 6.27 Each of the elements of this policy are considered below in relation to the development.
- 6.28 Based on the evidence provided within Section 4 of this Statement, it is considered that a clear case is made that the development is of excellent design quality taking a simple approach to brickwork to achieve a distinct yet sensitive contribution to the local context.
- 6.29 It is considered that the buildings are appropriately located, as up to 8 storey buildings are supported in the NDF. Other 8 storey buildings including the Ancoats Mobility Hub, Eliza Yard and Jersey Wharf, as detailed in Section 2 above, are all being brought forward in the local area.
- 6.30 As detailed later in this Section, the scheme will contribute positively to sustainability through being a low carbon development seeking to achieve Association of Environmentally Conscious Buildings accreditation.
- 6.31 The buildings will also contribute positively to place making and bring significant regeneration benefits, by virtue of being part of the NDF proposals, and through being delivered in line with the design principles across the suite of NDF documents including those regarding connectivity, public realm, and respecting historic and current context.
- 6.32 Regarding key views, the submitted Design & Access Statement and Heritage Assessment both include an assessment of views / visual impact. The heritage views specifically consider the impact of the scheme on the Ancoats Conservation Area (as detailed later in this Section), and it is concluded that there is no detrimental impact.
- 6.33 The Design & Access Statement considers approach views from Oldham Road and from Miles Platting on Butler Street. The Statement states that these views demonstrate that the scale, massing and design of the development are in-keeping with the local area, and that the development will also achieve the aim of being a gateway feature that integrates the Ancoats and Miles Platting areas.
- 6.34 Regarding the site location, as noted in Section 3 above, the NDF states that proximity to the city core and access to public transport creates a highly sustainable location. The site is also not within a Conservation Area (albeit is adjacent).
- 6.35 In relation to micro-climate, there will be no detrimental impacts on site neighbours or occupants of the development as a result of the scheme. Particular consideration has been given to wind microclimate; daylight and sunlight impacts; TV and radio reception; acoustics, ventilation and overheating (AVO) and internal daylighting; as detailed further below.
- 6.36 Regarding creating an attractive, pedestrian friendly local environment, as set out in Section 4, the development has been designed specifically to be at a human scale and promote connectivity and public access through and around the site.
- 6.37 Based on the above the scheme is considered to be in compliance with Core Strategy Policy EN2 relating to Tall Buildings.

Access and parking

- 6.38 The approach to access and parking is set out in Section 4 of this Statement and therefore is not repeated here. Further details are provided in the **Transport Statement** and **Travel Plan** that are submitted with this application.
- 6.39 The submitted Design & Access Statement also provides further details in relation to accessible design and the M4(2) layouts as described in Section 4 above. It also sets out that Approved Document Part M (ADM) of the Building Regulations has informed the approach taken to inclusive design across the scheme. This approach is summarised below:
- The main access routes, through the central green street, residential courtyard and off Jersey Street maintain gradients that are no steeper than 1:20, with the landscape being relatively flat across all key routes.
 - All landscaping/building levels have been designed to enable level thresholds to the buildings without the need for formalised ramps and steps.
 - Where parking is provided, it is located in close proximity to a building entrance door to offer safe and convenient access. All parking bays (DDA and standard) have a minimum clear access zone of 900mm to one side.
 - Step-free access is provided throughout the apartment buildings. Every floor can be accessed via one of the passenger lifts in each of the cores.
 - The remaining 10 dwellings are townhouses, which are 3 storeys, which all have step free access from the entrance. The entrance storey will provide access to and use of habitable rooms and a WC/basin. Internal stairs will all be designed in accordance with ADM Part K.
- 6.40 Based on the above it is considered that the development proposals are in accordance with the NPPF paragraphs 92, 104, 110 – 113; Core Strategy Policies T1, T2 and DM1; saved UDP Policies DC7.1 and DC22.1; and Manchester Residential Quality Guidance.

Waste management

- 6.41 The approach to operational site waste management is set out in the submitted **Design & Access Statement** and **Waste Management Strategy** documents.
- 6.42 The refuse strategy for the apartments is explained as follows:
- 6.43 A small refuse store is provided to service each apartment block, located at ground floor- allowing residents at the upper levels to travel downstairs and dispose of waste without leaving the building. Residents of ground floor apartments are able to access the refuse store through the main entrance lobby.
- 6.44 Based on the MCC document 'GD 04 Waste Storage and Collection Guidance for New Developments Version 6' the developer needs to provide 0.43 m² of space per apartment. On this basis, Block A needs to provide 29.24sqm of bin storage and Block B needs to provide 21.5sqm of bin storage as a minimum.
- 6.45 Residential Bin Stores planned within Block A and B include 49.01sqm for Block A and 47.54sqm for Block B. As such, both residential bin stores provided for the apartment blocks on the development site exceed the requirements stipulated within MCC's guidance.
- 6.46 The refuse strategy for the townhouses is also in line with MCC guidance which states that each individual household must be able to contain a minimum area that would house 4 x 240 litre bins

externally (960 litre total per household). Residents of the townhouses will each have their own dedicated refuse point in front of their property.

- 6.47 As is explained in the Waste Management Strategy and the Transport Statement, waste collection for Rodney Street will be supervised by the on-site building management team and involves bins being brought out immediately prior to collection and returned immediately after and ensuring areas are kept clean. It is proposed that residential waste will be collected by the Local Authority waste collection company. The refuse containers will be wheeled a short distance from the refuse store to the collection vehicle. The route will be step free and will have a minimum width of 1.54m, ensuring adequate space for a bin to pass.
- 6.48 Based on the above it is considered that the development proposals are in accordance with the Core Strategy Policies EN19 and DM1; and Manchester Residential Quality Guidance.

Heritage and archaeology

- 6.49 A **Heritage Assessment** is submitted with this application. The Heritage Assessment assesses the impact of the proposed development on the Ancoats Conservation Area, and from key views.
- 6.50 The report states that the site itself does not contain any designated or non-designated assets, nor does the site form essential setting to any of the individual listed buildings, therefore these are beyond the scope of the assessment.
- 6.51 In terms of key views, the report assesses these as follows:
- Wadeford Close (corner of Jersey Street) towards Oldham Road - View 1 is along the eastern boundary of the Conservation Area and the western boundary of the project site. The boundary of the Conservation Area shows no designated or non-designated heritage assets, and generally reflects the poorer character of the Back of Ancoats in comparison to the rest of the Conservation Area. There are no elements or attributes of significance, i.e. historical or architectural interest shown along this view, therefore the proposed new works will have no impact on the significance of the Conservation Area. The proposed new work will have a strong relationship with Wadeford Close.
 - Corner of Garforth Avenue, towards Back of Ancoats - View 2 is taken from the south eastern corner of the project site boundary, looking towards the Back of Ancoats, and the line of the Conservation Area boundary. Through the trees, it is possible to see the elevations of buildings within the Conservation Area - the only one of historic interest being the Grade II* Beehive Works. This is not a significant view of this building, however, the proposed new works will not obscure this line of sight, therefore the proposed new works will have no impact on the significance of the Conservation Area.
 - Wadeford Close (Oldham Road) towards Jersey Street - View 3 is along the eastern boundary of the Conservation Area and the western boundary of the project Site. The boundary of the Conservation Area shows no designated or non-designated heritage assets, and generally reflects the poorer character of the Back of Ancoats in comparison to the rest of the Conservation Area. There are no elements or attributes of significance, i.e. historical or architectural interest shown along this view, therefore the proposed new works will have no impact on the significance of the Conservation Area. The proposed new work will have a strong relationship with Wadeford Close.
- 6.52 In terms of impact on the Ancoats Conservation Area, the report states that the proposed development site is not within the Conservation Area, and sits along its eastern boundary. The site is not considered essential setting to the Conservation Area; it retains no historic elements or attributes of significance, there is no present relationship between the site and the Conservation Area, and all above-ground evidence of the site's historic forms has been removed.

- 6.53 The proposed development constitutes no change to the Conservation Area, and as it is not considered to be setting, has no impact on the setting of the Conservation Area. Therefore, no change to the Conservation Area, designated as medium significance, results in a neutral result on the scale of impact, and no harm in accordance with the NPPF.
- 6.54 In concluding the report states that the design development has taken care to consider the history and heritage of the site, as well as its relationship to the Conservation Area, and more contemporary development within its context. It states that the proposals are well-considered and well-rounded, creating a scheme appropriate for its location between Ancoats and Miles Platting, and that does not cause any harm to the significance of the Conservation Area.
- 6.55 In addition, an **Archaeological Desk-Based Assessment** is submitted with this application. As set out in Section 2 above, this report states that the potential for the site to contain buried archaeological remains is considered to be high. Remains may include historic field boundaries, late 18th-century workers' houses and early 19th-century workers' houses. Most of the potential buried remains would be of local significance.
- 6.56 On this basis, the report states that the exact scope and extent of any further investigation of the site will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council. It may be anticipated, however, that this could be achieved via a programme of trial trenching, which would aim to establish the presence or absence of any buried archaeological remains and, if present, assess their extent, condition and date.
- 6.57 Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework.
- 6.58 Based on the above, it is considered that the development proposals are in accordance with the NPPF Section 16; Core Strategy Policies EN3 and DM1; and saved UDP Policies DC18.1 and DC20.1.

Trees

- 6.59 This application is accompanied by a **Tree Survey and Constraints Report**, and an **Aboriginal Impact Assessment (AIA)**.
- 6.60 As noted in Section 4 above, the tree belt along the eastern side of the site will largely be retained. Overall, 45 trees of varying quality that currently sit on the site will need to be removed in order to facilitate the delivery of the development. 132 trees will be planted in their place (aiming for as close as possible to a ratio of 3:1 replacement).
- 6.61 The proposed tree planting will include semi-mature trees of a range of sizes and species, to promote a sense of maturity and seasonal character across the site, add visual diversity and interest and increase biodiversity. 15 multi-stem trees have been proposed in the private courtyard to add height and privacy.
- 6.62 The submitted AIA details measures necessary to protect retained trees at the site during construction and includes an associated Tree Protection Plan. The AIA also considers any required tree pruning.
- 6.63 The AIA concludes that a harmonious balance of retained and removed trees has been achieved and the impact of tree removal on visual amenity is not significant because large mature trees are

retained on the periphery of the eastern groupings. It is considered that a significant improvement in the longer-term visual amenity associated with the site will materialise through the substantial planting shown on the landscape proposals which shall bolster long term sustained visual amenity conferred by trees into the wider landscape.

- 6.64 Based on the above, it is considered that the development proposals are in accordance with paragraphs 131 and 174 of the NPPF; and Core Strategy Policies EN8, EN9, EN15 and DM1.

Ecology and biodiversity

- 6.65 This application is accompanied by an **Extended Phase One Habitat Survey (Preliminary Ecological Appraisal)**, a **Tree Bat Roost Survey Report**, a **Biodiversity Enhancement Measures** report and an **Assessment of Biodiversity Net Gain (BNG)**.
- 6.66 As set out in Section 2 above, based on the Preliminary Ecological Appraisal the site is considered to be of limited ecological value. Pre-development checks for badgers and breeding birds are recommended, and a measures to incorporate hedgehogs into the development plans are also recommended. In relation to bats, the report identifies that the site is not likely to hold great significance for commuting and foraging bat species but habitat is present for commuting and foraging on the site. The Tree Bat Roost Assessment has demonstrated that all trees to be removed have a low or negligible potential for roosting bats.
- 6.67 Biodiversity Enhancement Measures identified for the site, and reflected in the submitted landscaping proposals, include the following:
- Habitats - Retention of mature trees
 - Fauna, bats - Suitable lighting provision, artificial roosting provision and planting
 - Fauna, birds - Artificial nesting provision and avian friendly planting
 - Grassland wildflower introductions to buffer development from the woodland and create eco tones between the built and green infrastructures to include boundary features
 - Native tree and shrub planting
- 6.68 As noted in Section 4 above, these recommendations manifest themselves in the scheme as the planting of 132 trees of a range of sizes and species, the introduction of new hedgerows, lowland meadow and wildflower planting, and native and ornamental planting. Bird and bat boxes are also proposed.
- 6.69 The submitted Assessment of Biodiversity Net Gain includes a biodiversity net gain which demonstrates that there will be no net loss in biodiversity as a result of the development, with a marginal gain of 0.68% habitat units projected, and a gain of 100% of hedgerow units projected.
- 6.70 Whilst this is not a 10% net gain in habitat units, it is considered a reasonable achievement in line with the recommendations of national and local policy given that the site is currently vacant grass.
- 6.71 Based on the above, it is considered that the development proposals are in accordance with paragraphs 174 and 180 of the NPPF; and Core Strategy Policies EN8, EN9, EN15 and DM1.

Energy and sustainable construction

6.72 An **Environmental Standards Statement** is submitted with this application. This sets out the following in terms of energy and sustainable construction:

- A specific Core Strategy requirement for the development is to achieve a 15% reduction in carbon emissions over Part L 2010 of the Building Regulations. Due to the consequential improvements required in Part L 2013 (the current Building Regulations), this equates to a 9% improvement against Part L 2013.
- The development has adopted a fabric-first approach, using highly efficient triple glazing, a thermal bridge-free design aspiration, and significantly low air permeability, served with high-efficiency Mechanical Ventilation with Heat Recovery (MVHR). This approach results in an 18.2% reduction in regulated carbon emissions alone, with a 31.5% reduction in regulated energy demand over a notional Part L 2013 development, when using a gas heated baseline for comparison.
- A change to electric heating with individual cylinder-integrated air source heat pumps results in a slight increase in carbon emissions when assessed under Part L 2013 of the Building Regulations, but real-world carbon emissions will be significantly reduced beyond this due to the lower carbon factor of the national grid. An overall regulated carbon emission saving of 17.5% is therefore anticipated in Part L 2013, when compared to a gas baseline, with a 61.7% reduction in energy consumption over the notional building. These exceed the requirement for a 9% improvement over Part L 2013 (as compared to a 15% reduction against Part L 2010).
- Use of MVHR and an airtight construction will help to improve occupant comfort, supplying fresh, filtered air to living spaces, and extracting moisture from bathrooms, WCs and kitchens.
- The cylinder-integrated heat pumps require dedicated service voids and short ductwork runs to external elevations in order to access external air, but through careful consideration of locations within dwellings, and acoustic dampening on ductwork and utility cupboards, these systems can be installed with minimal noise impact to occupants, and take up the same footprint of a standard hot water cylinder.
- As a result of the provision of cylinder-integrated hot water heat pumps, no additional low and zero carbon technologies are deemed to be required as part of this development, and potential energy and carbon savings from alternative technologies are not thought to be significant or cost-effective.
- In addition, the development is targeting certification under the Association for Environment Conscious Buildings (AECB) standards, which requires significant improvements over the policy requirements listed in the Core Strategy. This also exceeds the Manchester Roadmap to Net Zero Carbon, which sets an Energy Use Intensity (i.e. how much energy is consumed by the development per square meter of floor space) target of <60 kWh/m²/year, as the AECB standard requires a 33% improvement beyond this to <40 kWh/m²/year.
- All new dwellings are required to achieve an internal water consumption of no more than 110 litres/person/day. Proposed fittings will therefore have low flow rates and low flush volumes where possible.
- The development will aim to use materials with a low life cycle impact, and responsibly sourced materials will be preferred, both for the main building elements and the internal finishes. Preference will be given to local manufacturers who can meet these requirements where possible.
- Material Life Cycle Carbon analysis is being undertaken for the development as part of the wider sustainability aspirations for the scheme, looking to consider embodied carbon associated with the construction of the development.

- 6.73 Other aspects of the development covered in the Environmental Standards Statement which are detailed elsewhere in this Planning Statement include: flood risk, green and blue infrastructure, waste management, pollution control, health and wellbeing, and sustainable transport.
- 6.74 Based on the above, it is considered that the development proposals are in accordance with paragraphs 154 and 157 of the NPPF; Core Strategy Policies T1, EN4, EN6, EN8, EN9, EN14, EN15, EN19 and DM1; Manchester Residential Quality Guidance and the Guide to Development in Manchester SPD.

Flood risk and drainage

- 6.75 A **Flood Risk Assessment and Drainage Strategy** is submitted with this application. The report notes that the site is located in Flood Zone 1 and is less than 1 hectare, however it is also located in a Critical Drainage Area and therefore a Flood Risk Assessment is required.
- 6.76 The report assesses the risk from different types of flooding to the development and the risk of flooding from the development, taking into consideration climate change, as well as how flood risks should be managed. It states that from the evidence collated and subsequent negotiations the main types of flooding that may apply to the proposed development site are as follows:
- Public Sewers Flooding - Infrastructure Failure (residual risk).
 - Surface water flooding to the site (residual risk); and
 - Surface water flooding from the site (potential).
- 6.77 It is recommended that external ground levels across the site should fall away from the proposed buildings and that the creation of low points is avoided (other than those used intentionally for drainage features) in order that in the unlikely event of flooding, the flood water is safely routed away from the buildings on site.
- 6.78 In terms of drainage strategy, the report states that a separate foul and surface water system is proposed, with a combined outfall into the existing combined public sewer in Wadeford Close.
- 6.79 United Utilities have confirmed that foul drainage will be allowed to drain to the public combined sewer network at an unrestricted rate into the combined sewer in Wadeford Close.
- 6.80 In terms of surface water drainage, the report states that in following the standard hierarchy of drainage solutions, consideration should firstly be given to the discharge of surface water runoff by sustainable methods such as infiltration. The ground conditions indicate significant depths of made ground across the site and the testing completed to date indicates negligible results for infiltration. No above ground watercourses have been identified within the proposed site or in the immediate vicinity, and there are also no surface water sewers identified within the vicinity of the site. Connection to the existing combined public sewer system is therefore considered the only viable solution.
- 6.81 The report states that the existing greenfield run-off rate has been estimated as 3.6 l/s, and that generally, we would aim to reduce flows to greenfield run-off rate in line with local policy guidance, however, in accordance with EA report SC030219 – Rainfall runoff management for developments and Building Regulations 2015, to limit blockage risk the proposed discharge from the development has been set at a maximum of 5l/s.
- 6.82 United Utilities have confirmed that discharge to the public sewer should be at a maximum of 5 l/s to the sewer in Wadeford Close.

- 6.83 In terms of a sustainable drainage system, the report states that the proposed potential options are permeable paving and rain gardens.
- 6.84 It goes on to state that a detailed model of the drainage system has been generated to confirm the system capacity and coordinate space requirements within the site. The required volume is estimated to be approximately 206m³ within two attenuation tanks. Currently, capacity within the permeable paving and rain gardens has not been modelled and this will be included once final construction build ups are confirmed.
- 6.85 It concludes that all drainage on site is to remain private and therefore connection to the public sewer will be subject to a Section 106 Agreement with United Utilities.
- 6.86 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 159, 167 and 169; Core Strategy Policies EN8, EN14, EN17 and DM1.

Crime prevention

- 6.87 A **Crime Impact Statement (CIS)** is submitted with this application. This includes an assessment of the positive aspects of the proposal and identifies recommendations.
- 6.88 The positive aspects of the proposals are identified as follows:
- The proposal will generate additional legitimate activity into a neighbourhood which has been subject to criminal damage and other abuse. Redevelopment with housing and repopulation of the site should help to create a sense of ownership and responsibility and improve informal policing of the area.
 - The building footprints at ground floor level are relatively free of recesses or projections that could provide cover for criminal or antisocial activity.
 - The apartments will have routinely occupied rooms overlooking the adjacent public areas, which will help to increase natural surveillance of accessible areas around the block.
 - The buildings provide ground floor activity in the form of residential entrances, cycle store and reception space and in-turn these uses offer good levels of activity and natural surveillance of the adjacent public realm.
 - The proposed buildings clearly define the different uses of the buildings and all entrances can be easily located and navigated.
 - The foyer/reception zones provide the opportunity for good levels of security at a central control point for the development.
 - The internal layout of the buildings appears capable of being divided into identifiable zones, allowing separation of accessible and restricted areas.
 - Secure cycle parking rooms for residents and staff are contained in dedicated rooms off the ground floor via the public garden courtyard and off Rodney Street.
 - The small provision of car parking has been well laid out, avoiding potential hiding spaces for intruders.
 - The proposed development provides the opportunity to include security features built into the design and construction of the building and avoid the need for obtrusive retro-fitted security measures that can increase the fear of crime.
- 6.89 The recommendations include:
- Residents private garden courtyard gate – boundary treatment must not provide climbing holds or ease of access over the fence, thus allowing an opportunist access into the private garden space.

- Mailbox location – arrangements for delivery of post should not need postal delivery staff to have access to internal corridors and stairwells of the residential blocks. Mailboxes for residents should be located either within a secure lobby area or use a 'through-the-wall' arrangement allowing external delivery / internal collection.
- Residential post/parcel/grocery room – arrangements for the delivery of post should not allow postal or grocery delivery staff to have access to internal areas of the residential blocks beyond the ground floor reception space.
- External elevations generally – the cladding / facing materials should not provide external aids to climbing that could allow an intruder to gain access to the upper floor windows. The detailing of the facades and the relationship between the buildings and any other external landscape features / street furniture will need to be carefully planned to avoid introducing this kind of vulnerability.
- Graffiti on surfaces – this kind of abuse is particularly prevalent in the vicinity of the site. It is important that external cladding materials at ground floor are sealed, protected and support the removal of graffiti. A resistant coating should be applied to enable easy removal of any unauthorised markings. The external space should not contain climbing aids that could allow an intruder to gain access to the upper floor Juliet balconies. The detailing of the façade and any proposed external landscape features will need to be considered to avoid introducing an access vulnerability point into the building.
- Communal facility maintenance – the robust management of such features is essential as poor management and maintenance can lead to a downward spiral of neglect and loss of environmental quality, encouraging nuisance, vandalism and other anti-social or criminal behaviour.
- Effective lighting should be included to allow users to feel secure in the hours of darkness. Location of lamp columns should take account of obstructions to vision such as any proposed or existing vegetation and parking arrangements for vehicles.

6.90 Based on the above, and subject to consideration of the recommendations in the CIS, it is considered that the development proposals are in accordance with the NPPF paragraphs 92 and 130; and Core Strategy Policy DM1.

Fire prevention

6.91 A **Fire Statement for Planning Gateway One** is submitted with this application. This includes the following explanation of the Fire Service Site Plan:

- BS 9991 (and BS 9999) dictates that for a building where the topmost story is over 18 m, there should be at least one fire-fighting shaft, comprising a firefighting lift, firefighting stair, and ventilated firefighting lobby provided with a dry riser. The top floor height for Block A is 21.4 m. Owing to the size of the floor plan (< 900 m²), one firefighting shaft will be provided, this will be accessible directly from outside.
- The top storey of Block B is 12.858m above access level therefore there is no recommendation within guidance to provide a firefighting shaft. A dry riser will be provided in the main stair, this provides suitable hose coverage in line with BS 9991. The ventilation proposed for this block will also aid in firefighting access as it serves to protect the staircases.
- Vehicle access within 18m will be provided to the dry riser inlets in Blocks A and B.
- The ground floor apartments in Blocks A and B are accessible direct from outside (not accessible from the staircase(s)). Fire service access to these apartments also aligns with the recommendations in BS 9991, access to a sprinklered dwelling within 75m of the fire service parking position.
- As the Townhouses are not sprinklered this distance is reduced to 45m, access to all areas of each of the townhouses is within 45m of a fire service vehicle parking position as per BS 9991 guidance.

- 6.92 In terms of technical complexities associated with the Fire Strategy, these are explained in the Statement as follows:
- Block A is provided with a single staircase at the centre of the block, this results in a maximum single direction travel distance of 22m, 7m more than the maximum recommended by BS 9991. It is proposed to include a mechanical smoke control system to ensure tenable conditions are maintained within the common corridor during evacuation. The suitability of this arrangement will be demonstrated via CFD as the project progresses.
 - It is proposed to include lifts suitable for self-evacuation of any mobility impaired occupants in Blocks A and B. The smoke ventilation provisions have been proposed with this in mind, and an additional smoke shaft above that recommended in guidance is proposed to protect the area in front of the lifts in Block B. This is not necessary in Block A as a ‘push-pull’ system is proposed.
 - It is proposed to demonstrate that tenable conditions will be maintained in front of the lift doors, and therefore the suitability of the arrangement regarding self-evacuation of persons with reduced mobility, via CFD modelling as the project progresses.
 - There are some amenity spaces within Block B (2 spaces at ground and one at first floor), for use by the residents. These will be separated from the residential space via fire resisting construction and protected lobbies as per the guidance in BS 9991.
- 6.93 Based on the above, and subject to further detailed design work, it is considered that the development proposals are acceptable in terms of fire safety and associated national regulatory requirements.

Acoustics, ventilation and overheating (AVO)

- 6.94 This application is accompanied by an **AVO Strategy Summary**, a **Thermal Comfort Report**, a **3D modelling & Level 2 Assessment** (referred to as AVO Assessment below), a **Façade Design Note**, and an **Acoustic Planning Report**.
- 6.95 The AVO Strategy Summary draws together the content of the Thermal Comfort Report, the 3D modelling & Level 2 Assessment (noise), and the Façade Design Note to set out the informed approach to AVO.
- 6.96 It states the following:
- An operational AVO model has been prepared which demonstrates compliance with the mandatory thermal comfort requirements as set out in CIBSE Technical Memorandum 59 (TM59) “Design methodology for the assessment of overheating risk in homes”, throughout the day for a sample of dwellings’ rooms amongst the development.
 - The model also demonstrates compliance with thermal comfort requirements as set out in CIBSE Technical Memorandum 52 (TM52) “The Limits of Thermal Comfort: Avoiding Overheating in European Buildings”, for both residential and communal spaces.
 - Opening windows to mitigate overheating through use of natural ventilation can often lead to uncomfortable levels of internal noise being experienced inside a space if there are loud external sources.
 - Block A, to the north of the development site has been categorised as ‘Medium Risk’ due to its close proximity to a busy road, and therefore an AVO Assessment was conducted by Sandy Brown in line with the Acoustics, Ventilation and Overheating, Residential Design Guide. This assessment predicted a risk of uncomfortable internal ambient noise levels, varying in sensitivity, in living rooms and bedrooms in Block A based on the sample of rooms provided by Method LLP.
 - Internal noise levels were predicted based on partially open windows, for both daytime (07:00-23:00) and night-time (23:00-07:00).

- It is recognised that there is a balance to be struck between opening windows to mitigate against overheating and producing comfortable internal noise levels. However, although there is some scope to open windows for different portions of time during the daytime depending on the space in question, windows have been modelled as closed during the problem period (daytime). This enables the ventilation required to mitigate against overheating to be sized against a conservative and future-proofed set of results.
- It can be seen in the AVO Assessment, that in all instances assessed, the predicted noise levels fall below the AVO SOAEL thresholds even if the windows are open 'most of the time', except for a select few spaces.
- The AVO Assessment states that the spaces that are at risk of uncomfortable internal noise levels are at risk during the daytime only. The Thermal Comfort assessment demonstrates that with increased mechanical ventilation rates, and with the windows in these spaces openable at night for night-cooling, that it is achievable to meet mandatory TM59 overheating criteria for dwellings and TM52 criteria for dwellings and communal spaces, with the windows closed throughout the day in all acoustically affected spaces.
- Using mechanical purge ventilation as a means of controlling indoor temperatures ensures that the building will likely be able to cope under more extreme future weather conditions via opening windows, without any form of retrofitting required.

6.97 The Acoustic Planning Report includes the Level 2 AVO Assessment, as well as a broader assessment of acoustic related planning matters. Other matters in the report are summarised as follows:

- An environmental noise survey was carried out on 28 and 29 June 2021, this included attended day, evening and night-time sample measurements. These measurements may have been affected by the Covid-19 pandemic traffic restrictions, therefore an additional noise survey was carried out on 7 September 2021 to verify the noise levels to the north-west of the site and close to the A62.
- The lowest background sound levels measured during the survey were LA90 38 dB during the daytime and LA90 30 dB at night. Based on the requirements of Manchester City Council, all plant must be designed such that the cumulative noise level at 1 m from the worst affected window of the nearby noise sensitive premises is to be at least 5 dB below the typical background noise levels measured. All building services plant will be designed to achieve the noise limits set out in line with Manchester City Council requirements, including any corrections for attention catching features.
- An assessment has been carried out to determine required sound insulation performances for the facades to the residential dwellings and provide guidance on the ventilation strategy. Minimum overall facade sound insulation requirements under the background ventilation condition have been provided. The facade performance requirements are driven by the daytime ambient noise levels for living rooms, and night-time ambient noise levels for bedrooms. The glazing area is equal to or less than 50% of the facade to living rooms and bedrooms, and the proposed external wall build-up is expected to provide a sound insulation of at least 10 dB higher than overall sound insulation performance requirements. On this basis, the highest glazing maximum sound insulation performance will be no higher than R_w+Ctr 27 dB throughout the apartments. This is achievable with standard thermal double glazing (e.g. 6/16/6).

6.98 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 174 and 185; Core Strategy Policies EN4, EN8 and DM1; and saved UDP Policies DC26.1, 26.2, 26.4 & 26.5.

Internal daylighting

- 6.99 An **Internal Daylighting Report** is submitted with this application. This states that daylight calculations were undertaken to assess compliance with AECB Average Daylight Factor (ADF) targets. THE AECB ADF targets are listed as follows:
- Bedroom >1%
 - Living room >1.5%
 - Kitchen > 2%
 - Living room/Kitchen >2%
- 6.100 These figures tally with those quoted in the now outdated Code for Sustainable Homes which is referenced in the Core Strategy.
- 6.101 The development was modelled using dynamic simulation software RadianceIES and this showed that all relevant occupied spaces meet the required AECB average daylight factor criteria.
- 6.102 Therefore, it is considered that the development proposals are acceptable in terms of internal daylighting, in line with paragraph 125 of the NPPF; and Core Strategy Policies EN4 and DM1.

External lighting

- 6.103 An **External Lighting Assessment** is submitted with this application. This states that the lighting strategy for the scheme includes a mixture of bollards, columns, wall mounted bulkheads and wall mounted downlighters.
- 6.104 It goes on to state that the two main technical considerations are that there is sufficient illuminance of the two car parks and that obtrusive light to the surrounding environment is limited.
- 6.105 In terms of obtrusive light, it is considered that this development is an 'E3' (Suburban) zone as defined by ILP guidance. Light intrusion to nearby dwellings that border the eastern, southern and northern perimeters of the site has been modelled and does not surpass the maximum limit during pre-curfew hours. The post curfew light intrusion levels also do not surpass the limits in the guidance and therefore there is no requirement for dimming during curfew hours.
- 6.106 Lighting will be timeclock and photocell controlled to turn off when curfew hours apply or when ambient lighting levels alone are sufficient.
- 6.107 The car park areas have also been modelled against the SLL Code for Lighting. The proposed lighting scheme for both car parks satisfies the majority of criteria. The requirement for maximum glare rating is not satisfied, however, all luminaires specified in the scheme are compliant with class G6 glare requirements (the most stringent) as outlined in BS EN 13201-2. Thus, it is considered that the glare rating will not present an issue in this scheme.
- 6.108 More generally it should be noted that detailed coordination of the lighting designs with those of the emerging detailed public realm proposals for Ancoats Green will take place as both schemes are progressed.
- 6.109 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraph 185; and Core Strategy Policy DM1.

Wind microclimate

- 6.110 A **Wind Microclimate Assessment Report** has been submitted with this application. This states that wind microclimate conditions for the proposed residential development were assessed using high resolution CFD.
- 6.111 It goes on to summarise that no potential wind safety or distress risks have been identified around the site, and that wind comfort conditions will be suitable for the intended use. This applies to general thoroughfares, bus stops, existing off-site building entrances, proposed on-site building entrances and amenity spaces (both at ground level and on the end town house roof terraces).
- 6.112 It concludes that there are no adverse wind effects anticipated relating to the proposed development.
- 6.113 Therefore, it is considered that the development proposals are acceptable in terms of wind microclimate, in line with Core Strategy Policy EN2.

Daylight and sunlight

- 6.114 A **Daylight & Sunlight Impact on Neighbouring Properties** report has also been submitted with this application. This states that a technical analysis has been undertaken using the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)'.
- 6.115 It goes on to state that the assessment has identified limited impacts to daylight and sunlight conditions at the surrounding residential properties, which are typically neutral or minor and considered acceptable against BRE guidelines.
- 6.116 The overshadowing analysis undertaken indicates that both amenity areas (at Ancoats Green and 1 Rodney Street) assessed will meet the BRE target criteria.
- 6.117 The report concludes that the surrounding residential properties and amenity areas therefore exhibit excellent levels of daylight and sunlight with the proposed development in place. Where deviations from the BRE target criteria are identified, these are typically limited and are acceptable when considering the flexibility with which the BRE guide is intended to be used. The overall impact of the scheme on the surrounding residential properties is therefore considered wholly acceptable.
- 6.118 Therefore, it is considered that the development proposals are acceptable in terms of daylight and sunlight, in line with paragraph 125 of the NPPF; and Core Strategy Policies EN2 and DM1.

Air quality

- 6.119 An **Air Quality Assessment** is submitted with this application. As noted in Section 2, it identifies that small part of the development area is located within an Air Quality Management Area (AQMA), noting that the site it is situated adjacent to the Greater Manchester Combined Authority AQMA.
- 6.120 The report sets out that the UK air quality objectives state that the annual means of NO₂ and PM₁₀ should not exceed 40µgm⁻³ and PM_{2.5} should not exceed 25µgm⁻³. Using atmospheric dispersion modelling, concentrations of NO₂, and PM₁₀ have been predicted to be below the respective Air Quality Objectives and as such it is unlikely there will be any issues regarding air quality due to the development. PM_{2.5} is sufficiently low and as such has not been modelled for beyond the background value for 2019.

- 6.121 In terms of the construction phase, the report states that the site is deemed to be a low-medium risk site with the only 'medium' risk being potential dust soiling from the earthworks activities. Potential mitigation measures have been included within the report.
- 6.122 Furthermore, the report states that with regard to traffic generated by the scheme and its associated air quality impacts this has not been directly assessed. This is because the parking provided on site is limited to 7 accessible spaces for the apartment blocks, and one space each per townhouse (10 spaces). The movement of up to 17 cars is within likely daily traffic fluctuation levels on the surrounding highway network and therefore it is not considered necessary to specifically account for this in the modelling work undertaken. Other parking (30 spaces) will be provided off site in the Mobility Hub nearby. It is understood that the air quality impacts of the Mobility Hub were assessed separately as part of that planning approval (130627/FO/2021), and therefore they have not been reassessed / considered further in this report.
- 6.123 Not mentioned in the report, but of specific relevance to air quality generally, it is noted that all parking on site will be electric vehicle charging enabled.
- 6.124 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraphs 174 and 186; and Core Strategy Policies EN16 and DM1.

TV reception and broadband connectivity

- 6.125 A **TV/FM & DAB Reception Survey Report** is submitted with this application. This report investigates whether the proposed development could cause interference to television and radio broadcast service reception. Impacts to the reception of digital terrestrial television (Freeview) FM, DAB, and digital satellite television services (SKY and Freesat) have all been assessed.
- 6.126 The report states that the potential impact zone for terrestrial television reception covers an area to the southeast of the proposed development. Most of the potential impact zone covers the neighbouring properties directly to the Southeast, with the main affected location covering an area including parts of Jersey street (east), Mozart close, and Rodney street (south), and for these properties affected, mitigation may be required. However, the overall impact is expected to be smaller than usual, as the new development is already in a 'shadow' of the Tribe building, and this building is already blocking the signal to a degree in this south-easterly direction.
- 6.127 FM and DAB reception signals being a lower frequency and as such more 'robust' are rarely affected and any deviation in signal levels would be only noticeable in proximity to the development. Satellite reception should not be impacted by the development and is a viable option for mitigation.
- 6.128 It is recommended that situation regarding television and satellite reception is monitored closely during the construction and any reports of interference are investigated promptly. The use of cranes during the construction phase can also cause temporary interference. This should be monitored throughout construction, with mitigation used where necessary.
- 6.129 A **Broadband Connectivity Assessment** is also submitted with this application. This report states that the findings of the assessment indicate that existing infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the site and proposed development. Excellent download speeds are likely to be experienced. It is suggested that the developer engages with either BT Openreach or Virgin Media to facilitate a connection to their fibre network.

- 6.130 It goes on to state that the developer will commit to enable the proposed development for robust connectivity and future-proof upgrading by following the guidance presented in Data Ducting Infrastructure for New Homes - Guidance Note, March 2008.
- 6.131 Based on the above, it is considered that the development proposals are in accordance with the NPPF paragraph 114; and Core Strategy Policies EC1 and EN2.

Ground conditions

- 6.132 This application is accompanied by a **Phase 1 Preliminary Risk Assessment** and a **Phase II Geo-Environmental Assessment** in relation to ground conditions.
- 6.133 As noted in Section 2 above, the Phase II Geo-Environmental Assessment states that through a site investigation ground conditions were identified to comprise a significant thickness (up to 2.6m) of made ground, overlying slightly gravelly clays (with some bands of granular soils) to depths of up to 28m. Below this lay weathered sandstone to the base of the boreholes. Shallow perched groundwater was identified, whilst the natural groundwater table is indicated to lie at around 15-20m.
- 6.134 Further findings of the assessment are summarised as follows:
- Laboratory analysis of shallow soils sampled from the proposed soft landscaped areas across the site has shown that adopted screening criteria protective of future site users (including residents) have been exceeded for a number of contaminants of concern. Therefore, a remedial control measure is warranted to ensure future soft landscaped areas are safe and suitable for use.
 - Results of the laboratory testing has also identified contaminants in soils to exceed screening criteria protective of controlled waters. However, for a number of reasons, most notably the presence of a significant thickness of low permeability clays between the shallow made ground and natural groundwater table, no unacceptable risks to controlled waters are considered to be present.
 - Ground gas was identified as a risk at the site and monitoring over six visits has proven that the site must be classified as CS2, for which basic ground gas protection measures are required.
- 6.135 The assessment goes on to make a number of recommendations including undertaking additional shallow soil sampling and/or employing a cover system. In all domestic garden areas, a simple cover system comprising 600mm clean soils would be required, whilst in any areas of communal landscaping, an engineered cover system could be employed, comprising 300mm of clean soils but also underlain by a clear no-dig barrier, such as a geo-textile. There is no requirement to install this recommended cover system under any buildings or areas of permanent hardstanding.
- 6.136 It also recommends the selection and installation of appropriate gas protection measures and their subsequent verification.
- 6.137 Other general recommendations regarding construction workers, asbestos and unexpected contamination are also included.
- 6.138 Subject to following the above recommendations, it is concluded that the proposed development is acceptable in the context of the NPPF paragraphs 174, 183 and 184; and Core Strategy Policy EN18.

Approach to construction

- 6.139 This application is accompanied by a **Construction Management Plan** and a **Construction Local Labour Proposal**.
- 6.140 The Construction Management Plan sets out the approach to construction strategy, phasing and logistics to be taken by Wates. It also includes the intended approach to community relations, site accommodation, environmental considerations and hours of construction.
- 6.141 The Plan states that the site logistics plan has been developed with consideration of local residents and the suitability of the surrounding roads for a high volume of articulated vehicle deliveries. The formation of a temporary site entrance off Butler Street has been agreed with MCC Highways and will be used as the primary site entrance and will be formed at the earliest stage of the project. The existing access via Jersey Street (Wadeford Close) will be used as a secondary gate once the Butler Street gate is available, for smaller vehicles such as vans and skips, with HGV by exception only.
- 6.142 The Plan goes on to state that the following goals are fundamental to the success of the project:
- Completion of the site entrance off Butler Street at the earliest opportunity as noted above.
 - Provision of safe, secure and efficient access to and around the site of materials, plant and labour.
 - Provision of safe and secure access around the site for the general public so as not to impact on their day to day operations.
 - Protection of the existing boundaries.
 - Good standard of accommodation and welfare.
 - Environmental considerations to include dust control, noise, traffic management and vibration monitoring to nearby buildings.
- 6.143 In addition to those considerations listed in the final bullet point above, the Plan also covers construction lighting, wheel washing, the protection of ground waters and storage of oils/fuel and chemicals and waste control. With regard to the last point, the Plan states that Wates will have a project target to divert 90% of waste from landfill, and a Site Waste Management Plan (SWMP) template is attached to the document.
- 6.144 The Construction Local Labour Proposal states that Wates Construction have an established Community Investment team and Site Social Value Champions that will ensure local opportunities are available for local people. Their Community Investment Manager will ensure that the MCC Skills and Work team are made aware of work experience and job opportunities throughout the build programme.
- 6.145 It goes on to state that they will demonstrate and evidence progress against these commitments through: monthly Social Value reports detailing partnership working with the MCC Skills and Work team; a quarterly MCC Construction labour report; and case studies on good news stories.
- 6.146 Based on the above, it is considered that the development proposals are in accordance Core Strategy Policies EN19 and DM1.

7. Conclusions

- 7.1 This Planning Statement (including Statement of Community Involvement and Affordable Housing Statement) has been prepared by AY for Wates. Wates are the lead contractor working with This City.
- 7.2 This City is a new kind of housing company, owned and run by MCC.
- 7.3 The description of the proposed development as stated on the application form is as follows:
- Erection of two residential apartment buildings (Use Class C3), one of 8 storeys (68 apartments) and one of 5 storeys (50 apartments), to form a total of 118 residential apartments; and erection of 10, 3 storey townhouses (Use Class C3); together with car and cycle parking provision, hard and soft landscaping including public realm, access, substation and other associated works*
- 7.4 The application site is 0.76ha and is located within the area known as the 'Back of Ancoats' or the 'Poland Street Zone'.
- 7.5 This Statement has considered the site context; the planning policy framework and strategic regeneration context within which the proposals should be considered; the detail of the proposed development; and the community / stakeholder engagement undertaken; and has reviewed relevant planning considerations within this context.
- 7.6 It has set out that the proposal is acceptable in terms of: the principle of development; the housing mix, affordable housing and density; the site layout, scale, building design and landscaping; tall buildings; access and parking; waste management; heritage and archaeology; trees; ecology and biodiversity; energy and sustainable construction; flood risk and drainage; crime prevention; fire prevention; acoustics, ventilation and overheating (AVO); internal daylighting; external lighting; wind microclimate; daylight and sunlight; air quality; TV reception and broadband connectivity; ground conditions; and approach to construction.
- 7.7 In the context of relevant national and local policies it has therefore been demonstrated that the proposed development can be considered acceptable.

Appendix I

Consultation materials

Stage One Consultation Materials

Postcard

Help us shape the next phase of development in Ancoats



We want to hear your views as part of two public consultations to help shape future developments in Ancoats.

Draft Ancoats Public Realm Strategy

'Public Realm' refers to all kinds of publicly accessible urban space. It includes streets, squares, parks and other open spaces, and is sometimes described as the space between buildings.

The Council is now consulting on a Draft Public Realm Strategy for Ancoats, which will help shape the design of streets and spaces as new developments come forward in the area known as the Back of Ancoats (the area bounded by Butler St, Bengal Street, Oldham Road and the Rochdale Canal).

Emerging proposals for a residential development at Rodney Street

Proposals for a residential development at Rodney Street, adjoining Ancoats Green, are being developed by the Council's newly formed housing delivery vehicle, This City.

These plans would see the development of up to 128 low carbon new homes of a range of tenure types, including affordable homes, and would build on the principles set out in the draft strategy to shape and enhance the public realm.

The Rodney Street proposals are still at an early stage, and we would welcome your views on these early stage ideas as part of a first phase of consultation.



Map showing the proposed Rodney Street development site and the extent of the area covered by the Draft Ancoats Public Realm Strategy.

Have your say

Our consultation on the Draft Ancoats Public Realm Strategy will be open from **31 January to 27 February 2022**.

The consultation on the proposals for residential development at Rodney Street will be open from **4 February to 27 February 2022**.

More information on both of these consultations, including how to respond, can be found at www.manchester.gov.uk/consultations.

Come along to one of our drop-in sessions

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

Monday 14th February at Hallé St Peter's
(40 Blossom Street, Ancoats, M4 6BF)

The sessions will be open over two time slots to allow people to attend at different times:

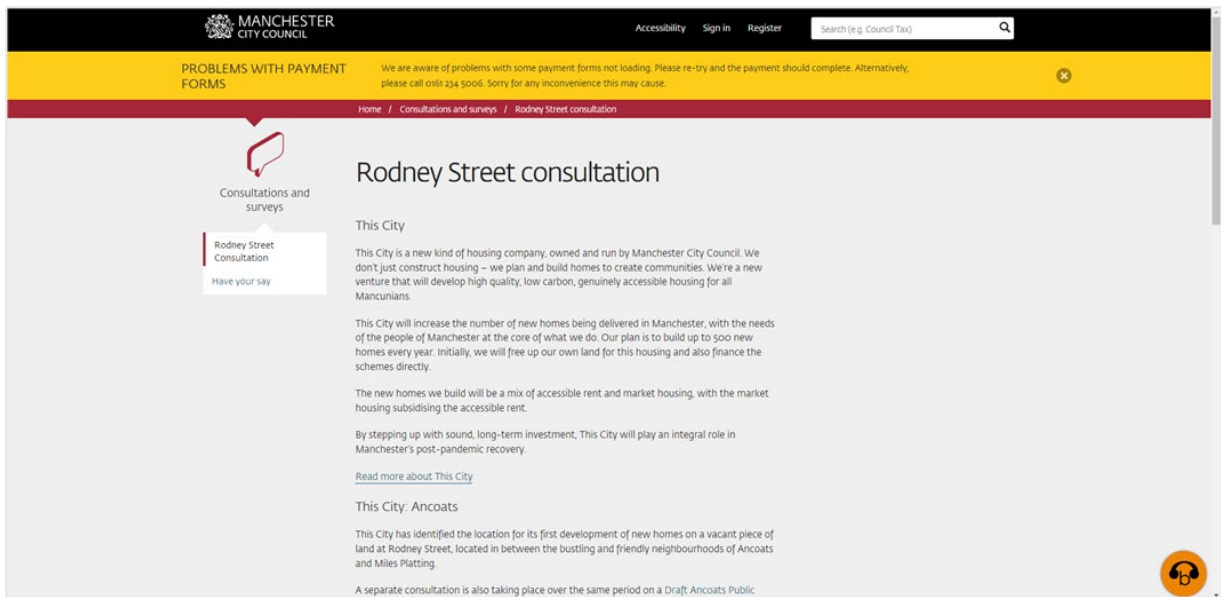
- **12.00 – 14.30**, and;
- **17.00 – 19.00**

Note that all information displayed at events will also be available on the consultation website.

If you have any questions about the consultation process, please feel free to contact us on 0808 175 0226. You can also contact either of the two consultation teams by email (consult@ancoatspublicrealm.co.uk or consult@rodney-street.co.uk).

Return address if undelivered:
Counter Context, Colony Jactin House, 24 Hood Street, Manchester, M4 6WX

Website



Consultation display

(see overleaf)

THIS CITY

Rodney Street Consultation Phase One February 2022

THIS CITY

Housing with a Manchester accent

This City is building communities
This City is a new way of housing schemes, working with local organisations to ensure the best possible housing - secure, safe, high quality, sustainable and affordable - for the people of Manchester.

This City is more than bricks and mortar
Housing is more than bricks and mortar. It's about the people who live in it, the communities they build, the places they create. It's about the places they live in, the places they love, the places they belong to.

This City is creating sustainable homes for everyone
The schemes we are working on are designed to be sustainable, from the way they are built to the way they are lived in. They are designed to be places where people can live well, for a long time.

This City: Ambitions
We are proud to have created the schemes for the future of our city. We are proud to have created the schemes for the future of our city. We are proud to have created the schemes for the future of our city.

THIS CITY

Site location

The Rodney Street site is a greenfield site, located in the heart of the city. It is a site of great potential, with a rich history and a bright future. It is a site that is well-served by public transport, and it is a site that is well-served by the city's infrastructure.

The site today
The site is a greenfield site, with no existing buildings. It is a site that is well-served by public transport, and it is a site that is well-served by the city's infrastructure.

THIS CITY

Site history

1880s
The site was first developed in the 1880s, when it was used as a site for the city's infrastructure. It was a site that was well-served by public transport, and it was a site that was well-served by the city's infrastructure.

1960s
In the 1960s, the site was used as a site for the city's infrastructure. It was a site that was well-served by public transport, and it was a site that was well-served by the city's infrastructure.

2000s
In the 2000s, the site was used as a site for the city's infrastructure. It was a site that was well-served by public transport, and it was a site that was well-served by the city's infrastructure.

THIS CITY

What do we want to achieve at Rodney Street?

High quality, welcoming new homes to meet the needs of a wide range of Manchester residents

- At least 10% of the homes to be accessible, either as part of the scheme or as part of the city's infrastructure.
- A mix of apartment and maisonette homes to meet the needs of different household sizes.

Ensure the development contributes to Manchester's 2035 Zero Carbon ambitions

- Minimised use of energy, heat and water, and a commitment to low energy, low carbon living.
- Use of sustainable materials and construction methods.
- Use of sustainable materials and construction methods.

A green and leafy development which complements Manchester's Green City ambitions

- At least 10% of the site to be green space, either as part of the scheme or as part of the city's infrastructure.
- A mix of green space, including both public and private green space.

A development that is sensitive to its surroundings

- The height of the development should be sensitive to the surrounding buildings.
- Building materials should be sensitive to the surrounding buildings.
- Create a sense of place and identity through the design of the scheme.

THIS CITY

Early stage design ideas

Our initial thoughts on the design of the development are based on the following ideas:

- The design should be sensitive to the height of the surrounding buildings, including the 12-story 'The Building' to the north and the 10-story 'The Building' to the south.
- The design should be sensitive to the surrounding buildings, including the 12-story 'The Building' to the north and the 10-story 'The Building' to the south.
- The design should be sensitive to the surrounding buildings, including the 12-story 'The Building' to the north and the 10-story 'The Building' to the south.

THIS CITY

Landscape and public realm proposals

The landscape and public realm proposals for the Rodney Street development are designed to create a high-quality, welcoming environment for the residents of the scheme. The proposals include:

- A green street:** A green street with a mix of trees, plants, and flowers, creating a sense of place and identity.
- A public realm:** A public realm with a mix of public and private spaces, including a park, a playground, and a community center.
- A green street:** A green street with a mix of trees, plants, and flowers, creating a sense of place and identity.

THIS CITY

What happens next?

The next steps in the development process are:

- Phase One Pre-Application Consultation:** February 2022
- Phase Two Pre-Application Consultation:** Late Spring 2022
- Planning Submission and Determination:** Summer - Autumn 2022
- Potential Construction Activity:** End of 2022 onwards

Stage Two Consultation Materials

Postcard

THIS CITY
We want to hear your views

On our updated proposals for a residential development at Rodney Street.

As Manchester City Council's newly formed housing delivery vehicle, we first introduced our proposals for residential development at Rodney Street earlier this year.

After careful consideration and reflection on the feedback that we received during the first stage of consultation, we've developed our plans for sustainable new homes at Rodney Street in more detail.

Now we want to hear your views on our updated plans, including the design of the buildings and our landscape proposals landscaping and public realm.

Have your say

The consultation on our updated proposals for a residential development at Rodney Street will be open from Friday 20 May until Tuesday 7 June.

More information on this consultation, including how to respond, can be found at:
www.manchester.gov.uk/consultations.

Come along to our drop-in session

We are keen to understand what local residents think about our updated plans. If you'd like to find out more about the proposals, why not come along to our drop-in session and talk to members of our team.

The event will be held at **Miles Platting Community Library** (Lower Vickers Street, Miles Platting, M40 7LJ), on **Thursday 26th May** from **3pm - 7pm**.

Note that all information displayed this event will also be available on the consultation website. If you have any questions about the consultation process you can contact the consultation team by email at:
consult@rodney-street.co.uk.

Return address: Counter Context, Colony Jactin House,
24 Hood Street, Manchester, M4 6WX

Website

The screenshot displays the Manchester City Council website. The header features the council's logo and name, navigation links for Accessibility, Sign in, and Register, and a search bar. A breadcrumb trail indicates the current location: Home / Consultations and surveys / Rodney Street stage two consultation. The main content area is titled 'Rodney Street stage two consultation'. On the left, a sidebar menu includes 'Consultations and surveys', 'Rodney Street stage two consultation', 'Our proposals for Rodney Street', and 'Have your say'. The main text explains that proposals for 128 new homes were introduced for public consultation. It lists key feedback points: the importance of green space, quality architectural design, parking provision, and a range of housing types. A link to 'Find out more about the Rodney Street proposals' is provided. The page also includes a section about 'This City' and a small accessibility icon in the bottom right corner.

MANCHESTER CITY COUNCIL

Accessibility Sign in Register

Search (e.g. Council Tax)

Home / Consultations and surveys / Rodney Street stage two consultation

Consultations and surveys

Rodney Street stage two consultation

Our proposals for Rodney Street

Have your say

Rodney Street stage two consultation

Proposals were introduced to the local community earlier this year as part of the first stage of public consultation for a residential development on Rodney Street. This is the first phase of the Council's newly formed housing initiative, This City.

The plans are for the development of 128 new homes of a range of sizes and tenure types, all of which are designed to be adaptable and cater to different needs. The site adjoins Ancoats Green and would build on the principles set out in the [Ancoats Poland Street Zone Public Realm Strategy](#) to shape and enhance the public realm.

During the first round of consultation, you told us that these issues were most important:

- The importance of green space and landscaping to this area.
- The importance of quality architectural design that respects the surrounding context.
- The need for more joined-up consideration of parking provision in the area.
- The need for a range of housing types, including affordable and new homes.

After careful consideration and reflection on the feedback received during the first stage of consultation, we've developed and refined our plans for new homes at Rodney Street, including the design of the buildings and our landscaping and public realm proposals.

[Find out more about the Rodney Street proposals](#)

This City

This City is a new kind of housing company, owned and run by Manchester City Council. We don't just construct housing – we plan and build homes to create communities. We're a new venture that will develop high quality, low carbon housing for all Mancunians.

This City will boost the number of new homes being delivered in Manchester, with the needs of the people of Manchester at the heart of what we do. Our plan is to build 500 new homes every year. Initially, the Council will free up its own land for this housing and also finance the schemes directly.

Consultation display

(see overleaf)

THIS CITY

Rodney Street Consultation Stage Two May 2022



THIS CITY

Housing with a Manchester accent

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This City is more than bricks and mortar

This City will boost the number of new homes being delivered in Manchester, with the needs of the people of Manchester at the core of what we do. Our plan is to build 500 new homes every year. Initially, the Council will free up its own land for this housing and also finance the schemes directly.



This City is creating sustainable homes for everyone

The new homes we build will be a mix of market housing and homes designated for Manchester Living Rent (to be rented at or below Local Housing Allowance levels). Market housing will subsidise the provision of the Manchester Living Rent properties.

By stepping up with sound, long-term investment, This City will play an integral role in Manchester's post-pandemic recovery.

Rodney Street: what we've heard so far

This City launched earlier this year, introducing early stage proposals for our first site at Rodney Street, Ancoats. A central part of our commitment to changing how housing should be done is working closely with existing communities so that they can help to shape our plans.

During the first round of consultation, you raised a number of important issues for us to consider.

- The importance of green space and landscaping to this area.
- The importance of quality architectural design that respects the surrounding context.
- The need for more joined-up consideration of parking provision in the area.
- The need for a range of housing types, including affordable and new homes.

Having updated our proposals for Rodney Street since the first stage of consultation, we are eager to hear your views on our developed plans as part of this second and final stage of consultation before we submit our planning application.

THIS CITY

Site location

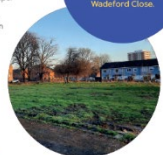
The Rodney Street site is in a great location within the increasingly popular Ancoats neighbourhood, which has seen lots of regeneration activity in the last few years. It sits on the border with Miles Platting, a friendly and well-established residential neighbourhood.

There are existing homes immediately to the north, east and south of the site, with the popular public space at Ancoats Green lying just to the west. On the other side of Ancoats Green, the Ancoats Mobility Hub and a new residential development called Eliza Yard on Jersey Street, will shortly start to take shape.

It's an easy walk from Rodney Street to all the local amenities in Ancoats as well as the wider city centre. Public transport via the Metrolink, bus and train are all within easy reach, making this an ideal location for sustainable new homes.



The Rodney Street site is 1.5 acres in size and sits in between Butler Street, Rodney Street, Jersey Street and Wadeford Close.



The site today

The site has a long history of development but its current state reflects the fact it has been left vacant in recent years. There are some small areas of hard standing on the site, with the rest of the site predominantly covered by grass and well-seeded shrubs, as well as mature trees around the perimeter.

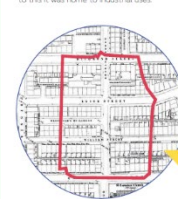
THIS CITY

Site history

The Ancoats neighbourhood has played a key role in Manchester's industrial past, and the Rodney Street site has been home to a variety of different types of development over the years.

1880s

This map shows the site as terraced housing, and demonstrates the acceleration of both residential and industrial development in this area of Manchester during the 19th Century. Prior to this it was home to industrial uses.



1960s

By the late 1960s, new terraced houses were built on the site, as well as the Derwent Residential Building, Wadeford Close can also now be seen adjacent to the site on the west.



2000s

In 1998 planning permission was granted for the clearance of the site and redevelopment for 101 homes, but this wasn't implemented. Further plans for residential development on this site were put forward in the 2000s as part of the Miles Platting PFI project.

Although these plans didn't come forward, the site has always been earmarked for residential development in subsequent Regeneration Frameworks for the area.

Buildings on the site were present until the early 2010s until cleared (photo above shows the site in 2009, courtesy of Google Maps).

THIS CITY

What do we want to achieve at Rodney Street?

High quality, welcoming new homes to meet the needs of a wide range of Mancunians

- 128 new homes, ranging from one-bedroom apartments to four-bedroom townhouses.
- 30% of the homes designated for Manchester Living Rent, to be rented out at or below Local Housing Allowance (LHA) levels.
- A mix of apartments and terraced houses to meet the needs of different household sizes.



A green and leafy development which complements Ancoats Green

- Provide attractive, well managed green spaces in between the buildings to complement the adjacent Ancoats Green.
- Commitment to keep the line of trees along the eastern boundary of the site.
- The site to provide a green transition between Ancoats and Miles Platting.



Ensure the development contributes to Manchester's 2038 Zero Carbon ambitions

- Biodiversity improvements through planting of new trees, hedgerows and ornamental planting.
- Secure cycle storage.
- Provision of electric vehicle parking on-site. In addition to the opportunity to benefit from the Ancoats Mobility Hub.
- A focus on sustainable development through water and energy efficiency, carbon reduction, pollution control, well designed drainage and consideration of occupant wellbeing.



A development that is sensitive to its surroundings

- The heights of the new development should respond sensitively to the neighbouring residential buildings.
- Building materials should reference other buildings in the local area.
- High quality landscaped public realm, with improved connections across the site.

THIS CITY

Our approach to the design of the buildings

The proposed approach is to arrange the new homes into three groups, stepping up from 3 storeys at the Jersey Street end of the site, to 5 storeys in the centre of the site, and then up to 8 storeys at the Tribe Building end of the site.

- The design of the buildings is inspired by and responds to surrounding architectural styles, taking cues from the historic forms of buildings in this area.
- Apartments within the residential blocks will include dual-aspect arrangements to provide greater opportunities for views out and direct access to external amenity.
- A focus on the human scale, with a stepping effect used to break up the massing and to ensure a visually exciting development.



THIS CITY

Our plans for new homes at Rodney Street

Key principles:

- Carbon reduction:** The proposed development and sustainability measures target significant carbon emissions reductions, exceeding Manchester City Council's planning policy standards in line with the Manchester Roadmap to Net Zero Carbon.
- Energy efficiency:** Reducing energy costs through measures such as the use of high quality building fabrics, limiting heat losses from the buildings by using high efficiency services for heating and ventilation, and low energy lighting.
- Pollution control:** Careful consideration of noise impacts and light pollution has informed the design process. Avoiding the use of combustion fuels on site will help to ensure good air quality.
- Water efficiency:** Our designs include water-efficient fittings to minimise consumption.



Flat-sharers

Two or three bedrooms, a kitchen, a bathroom, and a living area. Suitable for young professionals or individuals living alone, with accessible ground floor apartments potentially preferred by older people.



Family living

Three or four bedrooms, a kitchen, a bathroom, and a living area. Suitable for families with young children, with accessible ground floor apartments potentially preferred by older people.



A range of homes for different needs

- 1-bed apartments (27 in total)** - for independent living close to the city centre, suitable for young professionals or individuals living alone, with accessible ground floor apartments potentially preferred by older people.
 - 2-bed apartments (91 in total)** - in three variations designed to suit the needs of flat-sharers, couples and young families.
 - 3-bed townhouses (8 in total)** - suitable for family living, with courtyard parking and private garden.
 - 4-bed townhouses (2 in total)** - for larger or extended families, with courtyard parking and private garden.
- All of the dwellings are designed to be accessible and adaptable, which will deliver homes that meet the changing needs of occupants over time.

THIS CITY

Landscape Proposals

- Green Street:** The linear green connection between our two apartment blocks will provide an extension to Ancots Green and a gateway to Butler Street. Planting running alongside the street will also provide a filter to the proposed ground floor residences.
- Private Courtyard:** The outdoor courtyard between our apartments and townhouses will offer a communal space for residents to gather, helping to promote community living.
- Green Edge:** The tree belt along the eastern side of the site will largely be retained and will benefit from additional planting and a new footpath through the landscape.



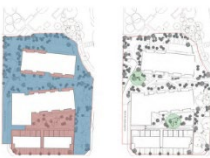
The landscape improvements proposed as part of the Rodney Street development have been designed to support the wider vision for the surrounding area set out in the Ancots Pollard Street Zone Public Realm Strategy, complementing Ancots Green and providing pedestrian routes between Ancots and Miles Platting.

THIS CITY

Landscape Proposals

Trees and biodiversity

- Approximately 45 trees of varying quality that currently sit on the site will need to be removed in order to facilitate the delivery of the development.
- We will plant approximately **130 trees** in their place (aiming for as close as possible to a ratio of 3:1 replacement).
- Our tree planting will include a range of sizes and species, to promote a sense of maturity across the site and increase biodiversity. Biodiversity will also be improved at the site through the introduction of new hedgerows and native and ornamental planting.



Sustainable Urban Drainage (SUDs)

Our landscape proposals incorporate a number of measures to manage surface water drainage.

- Permeable paving:** where possible, hardstanding areas will have a variety of permeable surface finishes, allowing surface water to pass through and aid drainage.
- Rain Gardens:** will act as a collection facility by intercepting run-off to help ease pressure on the wider drainage system.

We're striving for a holistic approach to sustainable development in our Rodney Street proposals.

THIS CITY

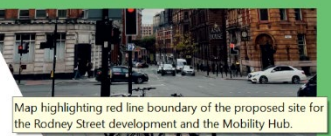
Transport and accessibility

Building sustainable, low carbon homes is a key priority for This City. To achieve this, our new homes will be built in sustainable locations, such as Rodney Street, where there are a range of local amenities and the city centre nearby and great public transport links so that living without a car is a genuine option.

We have placed a strong emphasis on active travel, which is why this development will have provision for 128 cycle parking spaces (one space per dwelling).

For those that require a car though, 30 car parking spaces are to be provided in the Ancots Mobility Hub, while 7 accessible spaces will be provided on-site for the apartments, and each townhouse will have its own parking bay. With 47 spaces in total, the parking provision for this development is in line with other recently approved schemes in the local area and also with the local Neighbourhood Development Framework parking strategy. All of the on-site parking spaces will be provided with electric vehicle charging points.

A Traffic Regulation Order (TRO) strategy for the local area is also currently being developed by Manchester City Council, as the local planning authority, so that they can consider the application.



THIS CITY

What happens next?

We want to hear your feedback on our detailed proposals for Rodney Street before we submit our planning application.

Stage One Pre-Application Consultation February 2022

Opportunity for local people to have their say on the project vision and early stage design ideas. Design team to consider this feedback as they progress the design of the scheme.

We are here Stage Two Pre-Application Consultation May and June 2022

Once the proposals have been finalised, a planning application will be submitted to Manchester City Council, as the local planning authority, so that they can consider the application.

Potential Construction Activity End of 2022 Onwards

All dates at this point are subject to what happens during the planning process. However, a best case scenario is that construction activity could start on site by the end of 2022 and last for approximately two years.



Contact details

Enquiries

Anne Burke-Hargreaves

anne.hargreaves@avisonyoung.com

Visit us online

[avisonyoung.com](https://www.avisonyoung.com)

Avison Young

6th Floor, 1 City Square, Leeds, LS1 2AL

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