



Ancoats Green, Jersey Green and Prussia Street
Greenway Public Realm Improvements
Planning Statement (incorporating Green & Blue
Infrastructure Statement)

February 2023

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1. Introduction

- 1.1 This Planning Statement (the “Statement”) has been prepared by Deloitte LLP and is submitted on behalf of Manchester City Council (the ‘Applicant’), in respect of land bounded by Portugal Street to the north, Wadeford Close to the east, and the Rochdale Canal to the south in Ancoats, Manchester (the ‘Site’). This Statement incorporates a Green and Blue Infrastructure Statement as required by Manchester City Council’s (MCC) Validation Checklist.
- 1.2 This Statement considers the Proposed Development in its strategic as well as local urban and environmental context. It assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance including the Poland Street Neighbourhood Development Framework (NDF) (June 2020) and Poland Street Zone Public Real Strategy (March 2022).

The Site

- 1.3 The Site is approximately 1.81ha and is located within the Poland Street NDF area.

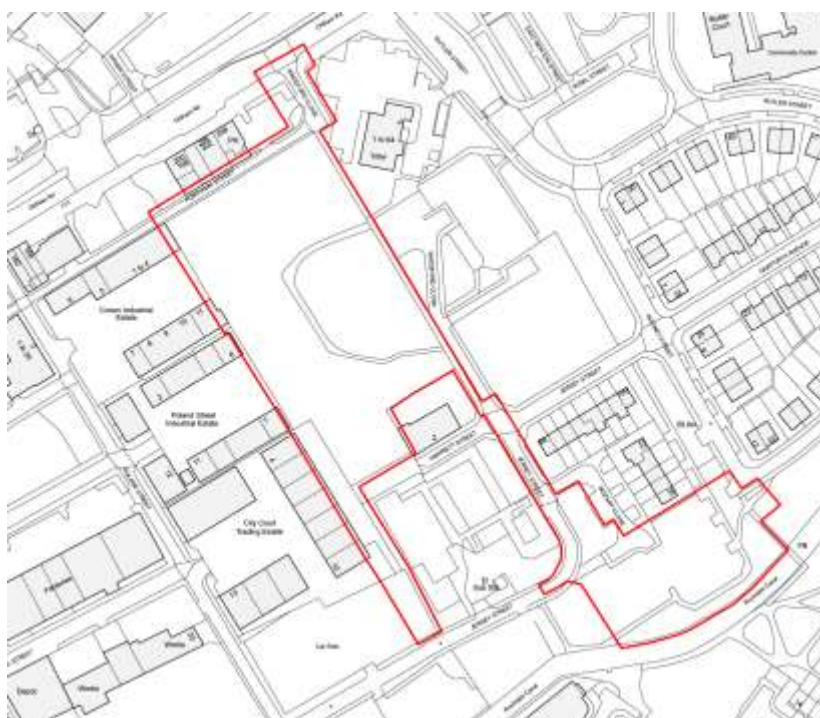


Figure 1.1 – Existing Site Plan with Red Line Boundary.

The Proposed Development

- 1.4 The Proposals involve City Council improvements to the public realm within the Poland Street Zone as defined by the Poland Street Zone NDF and the Poland Street Zone Public Realm Strategy.
- 1.5 The public realm improvements will consist of a series of green open spaces which will allow for various uses for the community and will offer better connections for pedestrians, promoting sustainable movement through the Poland Street Zone. The improvements are focused on three ‘character areas’:

- **Ancoats Green:** The northern portion of the Site currently consists of Ancoats Green which is comprised of grassland with trees sitting along each boundary as well as at the centre. Currently Ancoats Green is partially fenced to the north along Portugal Street and east in front of Tribe residences. As part of the proposed public realm improvements Ancoats Green will be an activated space creating a multifunctional green heart to the neighbourhood which fosters a sense of community.
- **Prussia Street Greenway:** The centre of the Site currently contains the historic infilled Prussia Street canal arm, which crosses under the original stone bridge on Jersey Street. An application was made in April 2022 for the re-levelling of the bridge and removal of the black poplar tree as part of the wider public realm initiatives in the Poland Street Neighbourhood Development Framework (NDF) area (application ref. 133406/VO/2022). The proposals for Prussia Street Greenway is a simple green linear corridor, creating a connection from Portugal St to Rochdale Canal edge. The design celebrates the hidden alignment of the Prussia Street Canal Arm through drainage design and plant selection.
- **Jersey Green:** At the southeast of the Site is Jersey Green which is situated to the east of the Jersey Wharf Site which was granted approval in January 2022 (PP ref: 133769/FO/2022). As part of proposed public realm improvements, the intention with Jersey Green is to maintain its current layout with minimal yet impactful interventions to the green. Interventions include improvements to footpaths, additional seating opportunities, wildflower lawn and improved connectivity to the wider neighbourhood.



Figure 1.2 – Plan showing the location of the 3 character areas. Ancoats Green (Area A), Prussia Street Greenway (Area B) and Jersey Green (Area C).

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

“Full Planning Permission for the phased delivery of public realm improvements and associated works across 3 character areas including Ancoats Green (Area A), Prussia Street Greenway (Area B) and Jersey Green (Area C).”

- 1.7 Proposals have been brought forward in line with the Poland Street Zone Public Realm Strategy (2022). This Public Realm Strategy acts as an addendum to the Poland Street Zone NDF, building a narrative on how the design principles set out in the NDF can be realised through the detailed design of streets and spaces.
- 1.8 The first application to be brought forward in relation to public realm enhancements was the Jersey Street Bridge demolition, which was approved in June 2022 (133406/VO/2022). This demolition of this bridge will support the Proposed Development through providing level access from Prussia Street Greenway to Jersey Street. This application forms the next phase of the public realm enhancements set out within the Public Realm Strategy.
- 1.9 The term ‘Proposed Development’ used within this Report refers to all stages of construction and operation of the development. It is currently envisaged that it will be a phased development with each of the three-character areas being delivered separately. Further details on the phasing of the Proposed Development are set out within Section 3 of this Statement.
- 1.10 A full description of the Proposed Development is provided in Section 3 of this Statement, and the supporting Design and Access Statement prepared by Plan-it.ie.

The Applicant

- 1.11 The Applicant is Manchester City Council.

The Opportunity

- 1.12 Poland Street Zone is one of 6 character areas defined within the Ancoats and New Islington NDF (2016). For each character area, guiding principles have been produced which will form a material consideration in the determination of future planning applications.
- 1.13 Several developments located within the Poland Street Zone have already received planning permission, demonstrating significant levels of investment in the area:
- **Eliza Yard** - A residential development which will be delivered by Manchester Life Development Company. Granted planning permission in July 2021. (PP ref: 130354/FO/2021).
 - **Ancoats Mobility Hub** - Innovative neighbourhood infrastructure that seeks to evolve the conventions of parking, street usage, mobility, and logistics in a city centre environment which will be delivered and operated by a management company selected by Manchester Life Strategic Development Company Limited and Manchester City Council. Granted planning permission in July 2021. (PP ref: 130627/FO/2021).
 - **Jersey Wharf** - Residential development which will be delivered by Manchester Life. Granted planning permission in January 2022 (PP ref: 133769/FO/2022).
 - **Rodney Street** - The first of This City’s residential developments with at least 20% of the new homes to be at accessible rent levels. Granted planning permission in September 2022 (PP ref: 134154/VO/2022).
- 1.14 Within the Public Realm Strategy, Ancoats Green has been identified as an opportunity to create a ‘green heart’ to the neighbourhood to help enhance a sense of community within the area and improve connectivity through active travel modes. This vision is reflected within the design proposals associated with the Proposed Development as it seeks to create an activated space consisting of a multifunctional green with a number of proposed improvements to foster a sense of community in the area.
- 1.15 The Prussia Street Greenway is also highlighted within the Public Realm Strategy as an opportunity for a simple linear green connection from the Rochdale Canal edge through Ancoats Green to Portugal Street. Proposals also incorporate green features in line with the vision outlined within the Public Realm Strategy.

- 1.16 The proposed works to Jersey Green will improve footpaths as well as the connectivity to the Rochdale Canal, New Islington and Miles Platting. Such improvements help fulfil the vision set out within the Public Realm Strategy to rebalance movement towards active travel and create an active, healthy and walkable space. Proposed improvements to Jersey Green also enhance the usability of an already popular green space, providing greater opportunity for local people to come together and create a sense of community.
- 1.17 Full details of the public realm improvements are detailed within Section 3 of this statement and within the Design and Access Statement.

Pre-application Consultation

- 1.18 The Proposed Development has evolved through consultation with a wide range of stakeholders, including;
- Manchester City Council
 - Planning and Highways Department
 - Arboriculture
 - Parks Team
 - Equality, Diversity and Inclusion Team
 - Neighbourhoods Team
 - Greater Manchester Police
 - Historic England
 - MCC Flood and Drainage Team
 - Local Residents, Businesses and Other Consultees
- 1.19 This consultation approach adheres to the requirements set out by national and local policy. In addition to this, the consultation scope was discussed with the local planning authority. A full description of the pre-application stakeholder engagement process, including responses to the key issues, are set out within the Statement of Consultation prepared by Deloitte and submitted as part of this application.

Application Documentation

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

Table 1.1: Application Documentation

Document Title	Prepared by
Application Forms and Ownership Certificates	Deloitte LLP
Covering Letter	Deloitte LLP
Application Site Boundary & Location Plan	Planit-IE
Existing Site Plan	Planit-IE

Application Drawings	Planit-IE and Civic Engineers
Planning Statement	Deloitte LLP
Design and Access Statement	Planit-IE
Heritage Statement	KM Heritage
Archaeological Desk Based Assessment	Salford Archaeology
Archaeology Phase 2 Supporting Letter	GMAAS
Flood Risk Assessment	Civic Engineers
Statement of Consultation	Deloitte LLP
Phase II Geoenvironmental Site Assessment	E3P
Extended Phase One Habitat Survey	Amenity Tree
Tree Bat Roost Survey Report	Amenity Tree
Tree Survey and Constraints Report	Amenity Tree
Assessment of Biodiversity	Amenity Tree
Transport Statement	Civic Engineers
Construction Management Plan	Faithful & Gould
Crime Impact Statement	GMP
Illustrative Implementation Plan	Planit-IE
Existing Utilities Plan	Civic Engineers

Document Structure

1.21 The remainder of this Statement is structured as follows:

- Section 2 –Site and Surroundings;
- Section 3 – Proposed Development;
- Section 4 – Development Plan and Material Considerations;
- Section 5 – Consideration of Proposed Development; and,
- Section 6 – Summary and Conclusions of the overall merits of the Proposals.

2. Site and Surroundings

- 2.1 This Chapter provides a description of the application site in context, as a basis for assessing the suitability of the application proposals.

Site Description

- 2.2 The Site comprises three ‘character areas’:
- **Ancoats Green:** The northern portion of the Site currently consists of Ancoats Green which comprises lawn and trees, and a series of paths which link Portugal Street and Wadeford Close. The northern and western boundaries of Ancoats Green benefit from a series of mature trees which create a sense of enclosure. Currently, Ancoats Green is partially fenced to the north along Portugal Street and east in front of Tribe residences.
 - **Prussia Street Greenway:** The centre of the Site currently contains the historic infilled Prussia Street canal arm, which crosses under the original stone bridge on Jersey Street. An application was made in April 2022 for the re-levelling of the bridge and removal of the black poplar tree as part of the wider public realm initiatives in the Poland Street Neighbourhood Development Framework (NDF) area (application ref. 133406/VO/2022).
 - **Jersey Green:** Land at the southeast of the Site is Jersey Green which is situated to the east of the Jersey Wharf Site which was granted approval in January 2022 (application ref: 133769/FO/2022). To the west of the Site also lies two other previously approved schemes the Ancoats Mobility Hub approved July 2021 (application ref: 130627/FO/2021) and Eliza Yard approved July 2021 (application ref: 130354/FO/2021).

Planning History

- 2.3 The approved planning permissions of most relevance across the Site are set out in the table and plan below.

Table 2.1: Planning History

Reference	Description of Proposals	Decision
053518/FO/NORTH2/98 (A)	Residential development comprising 101 dwellings after demolition of existing buildings.	Approved March 1998. Application was unimplemented and has now lapsed.
036157 (B)	Erection of class B1 business/class B2 general industry units with associated roads servicing and car parking.	Approved April 1990.
032675 (C)	City Council Development Conversion of four blocks of four storey maisonettes into four rows of two storey terraced houses.	Approved November 1988.
F11936/LA (D)	City Council Development: Resurfacing of existing kickabout area, provision of floodlighting and construction of 3-metre-high boundary walls and fencing.	Approved December 1979.

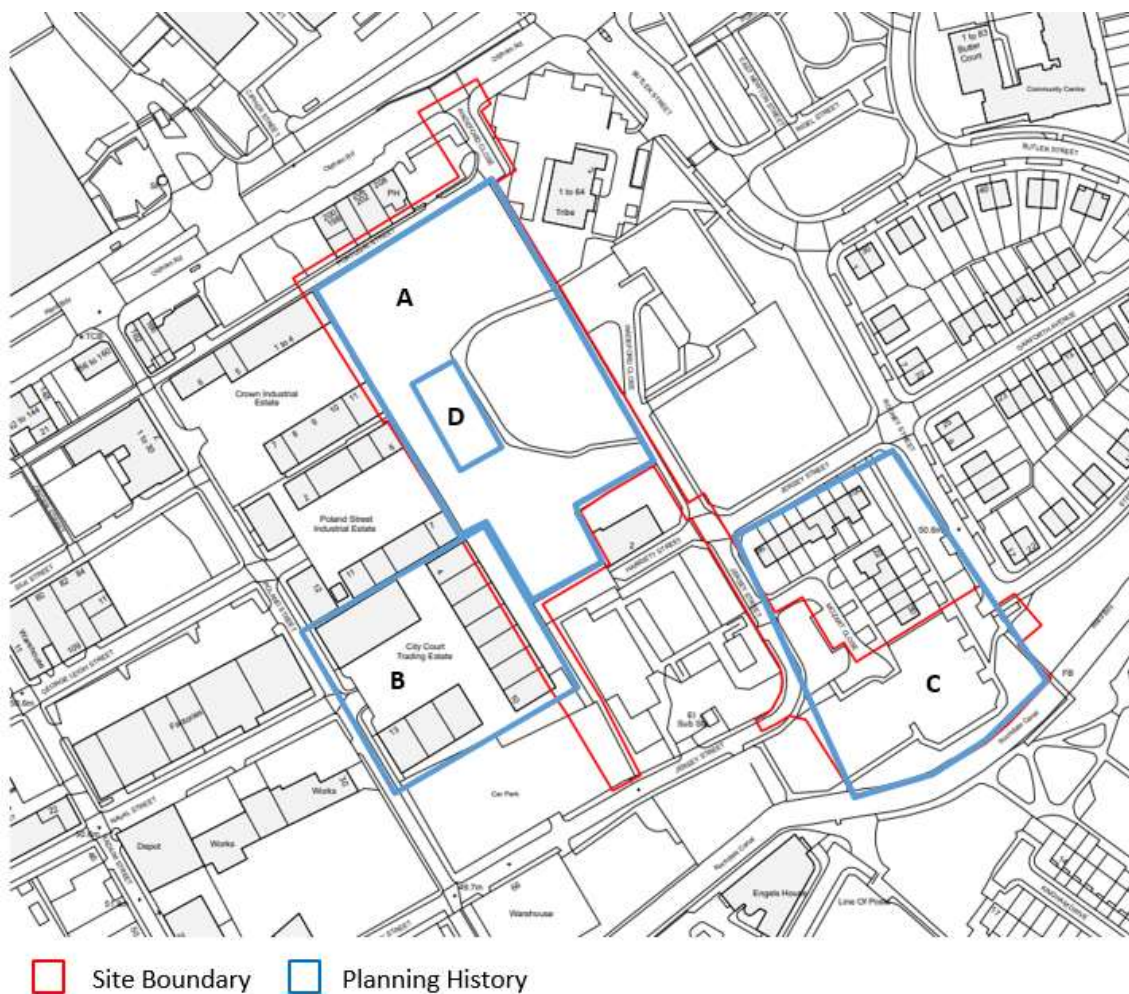


Figure 2.1 – Plan showing the Planning History of the Site.

Ancoats and New Islington: The Journey So Far

- 2.4 The Proposed Development forms an important next phase of investment and regeneration within Ancoats and New Islington over the coming years, continuing the area's transformation into a neighbourhood of choice and as now one of the most sought-after residential neighbourhoods in Manchester.
- 2.5 During the late 18th to early 20th Century, Ancoats and New Islington was a thriving industrial district of Manchester, until it suffered significant economic decline during the post-war years.
- 2.6 The decline of Britain's textile industry saw Ancoats' population decline. Between 1970 and 1985 some 60 per cent of East Manchester's economic base was lost, leading to the loss of over 33,000 jobs in that period, along with a collapse in the skill base, the area's population and the demand for housing. The decline continued beyond 1985, albeit less dramatically. Over a fifty-year period, East Manchester's population fell from 164,000 in 1951 to 62,000 in 2001. This combination of employment and population loss left the area with significant amount of brownfield, vacant, and underused land and buildings along with a low value, low demand housing market operating in a less than ideal physical environment. The impacts on the communities and those who could not exercise a choice to leave was profound with high levels unemployment, poor service provision and significant levels of crime and anti-social behaviour prevalent across this part of the City.
- 2.7 By the 1990s the area was suffering from high levels of crime and dereliction. From the early 1990s onward the City Council has worked in conjunction with government agencies, businesses, community stakeholders

and developer partners to develop and deliver comprehensive regeneration strategies in the area. However, the 2008 financial crisis halted many previous regeneration and placemaking efforts.

- 2.8 With the remaining community vulnerable and a severe housing shortfall in the city, Ancoats was identified as a priority area for intervention on the eastern edge of the City Centre. Following a series of coordinated interventions and partnerships, Ancoats has now seen its population grow and is noted as one of the most liveable communities in the country, with 1,000s of new homes delivered, along with critical infrastructure and placemaking.
- 2.9 Critical infrastructure has been delivered including the completion of Cutting Room Square in 2010 and Cotton Field Park in 2011, including a permanent home for the Manchester Grammar School sponsored New Islington Free School (opened in September 2013) and the delivery of the East Manchester Metrolink line in 2013 and other infrastructure. The long-term focus on regeneration has seen neighbourhoods in East Manchester re-energised. New homes have been delivered, facilitating the area's transformation into a neighbourhood of choice.
- 2.10 This regeneration has been assisted by a consistent vision for the area, most recently set out in the Ancoats and New Islington Neighbourhood Development Framework ('Ancoats and NI NDF'). The NDF was originally endorsed by Manchester City Council's Executive in October 2014 and updated in December 2016.
- 2.11 The 2016 Ancoats and NI NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 Ancoats and NI NDF identified six-character areas across Ancoats and New Islington. The Site falls within the Poland Street Zone.
- 2.12 In June 2020 the Poland Street Zone NDF was endorsed to update the previously endorsed NDFs in the area. As recognised within the Poland Street NDF, the majority of the new development to date has been in the centred on Cutting Room Square and in New Islington, with the area beyond historically seeing very little new development. The NDF responds to the fact that the Poland Street Zone is one of the next key areas of regeneration highlighted in planning guidance.
- 2.13 Ancoats generally comprises medium and high-density residential schemes; including both new build developments and mill conversions for residential use and occasional ground floor commercial floorspace. The Poland Street Zone generally comprises industrial uses and surface car parks.

Surrounding Uses

- 2.14 To the west of the Site currently lies a combination of low-rise industrial developments and surface level car parking. However, permission was granted in July 2021 for the erection of an 8 storey Mobility Hub with ground floor commercial units consisting of 150 cycle spaces and 408 car parking spaces (application ref: 130627/FO/2021).
- 2.15 To the southeast of the Site currently sits vacant land being used as a temporary surface level car parking space. This Site however gained permission in July 2021 for the erection of an 8 storey residential block consisting of 118 residential apartments and ground floor commercial floorspace with amenity space and car/cycle provision (application ref: 130354/FO/2021). Also located to the southeast of the Site is the Site of Jersey Wharf which received approval in January 2023 for the erection of two 8 storey residential buildings with ground floor commercial and ancillary space, together with cycle/car parking (application ref: 133769/FO/2022).
- 2.16 To the south of the Site is located construction has begun on the Downley Drive and Woodward Street residential developments which were granted permission in July 2022 and November 2019 respectively (application ref: 130390/FO/2021 and application ref: 123887/FO/2019). To the north of the site lies Oldham Road a major highway leading to Great Ancoats Street. To the east of the Site permission was granted in September 2022 for the Rodney Street Development comprising 128 dwellings (application ref. 134154/VO/2022).

2.17 The Public Realm Strategy was designed with these surrounding developments in mind, as shown below.

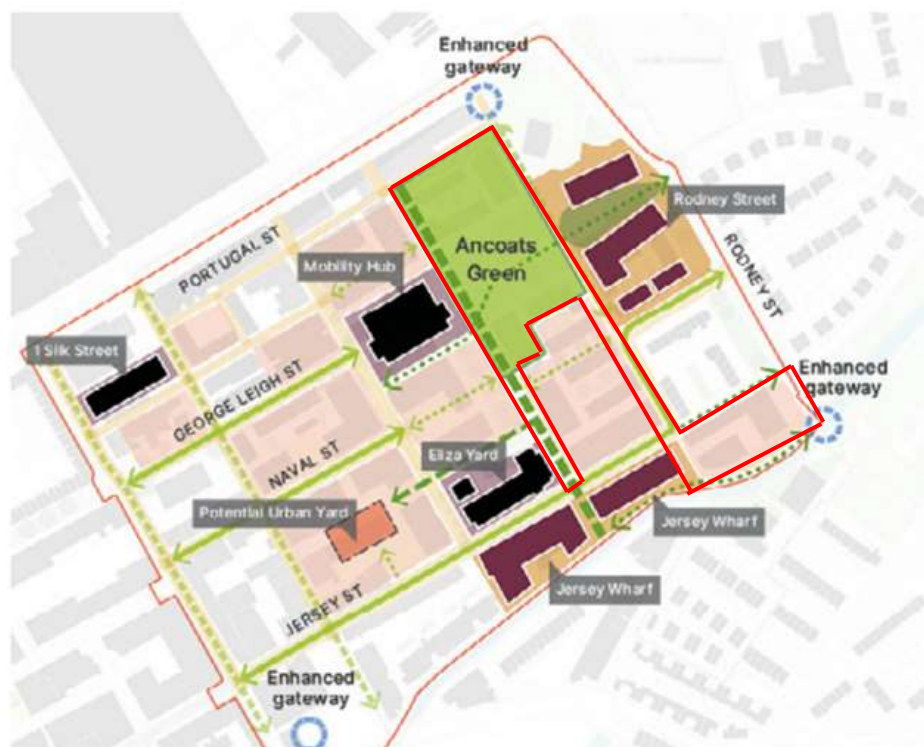


Figure 2.2 – Plan showing the emerging context around the Site (Source: Public Realm Strategy, 2022)

Site Specific Environmental Designations

Flood Risk

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

Air Quality

- 2.21 The Site is not located within an Air Quality Management Area. The Greater Manchester Air Quality Management Area is located approximately 39m to the north.

Ecology

- 2.22 The land surrounding the Site is heavily urbanised with the Site itself consisting of predominantly grassland. The Rochdale Canal is directly adjacent to the Site on its southern boundary. No statutory designated sites are located within or adjacent to the Site. The following statutory and non-statutory designations have been considered within the Ecological Impact Assessment prepared by Amenity Tree.

Ground Conditions

- 2.23 The Site is within an area of Manchester with an extensive industrial heritage and the Ancoats Green area was historically known for the glass and flint glass work production. A canal branch, Prussia Street arm, was also present within the Site historically, but it has been infilled.

Heritage

- 2.24 The Site is located within the Ancoats Conservation Area; however, the built environment quality is degraded in this part of the conservation area. Within 250m of the Site Boundary, there are 5 listed buildings or structures as follows:
- Doubling Mill Fireproof Mill – Grade II*
 - Beehive Mill – Grade II*
 - Victoria Square – Grade II
 - Union Street Bridge – Grade II
 - Little Mill – Grade II
- 2.25 The Proposed Development's impact on these identified heritage assets and methods to record below ground remains are summarised in Section 5 of this Statement and provided in full within the Heritage Statement prepared by KM Heritage and Archaeological Desk Based Assessment (and Supporting Covering Letter), prepared by Salford Archaeology, and submitted with this Application.

3. Proposed Development

- 3.1 This section of the Statement provides a summary description of the application proposals and should be read in conjunction with the application drawings and Design and Access Statement prepared by Plan-it.

Design Principles

- 3.2 The current proposals are the product of an iterative design process. The design team has engaged closely with the LPA and other key stakeholders throughout this period to develop what the Applicant considers to best address the key principles of the Poland Street NDF and Public Realm Strategy and deliver an optimised design solution for the Site.
- 3.3 The following principles have guided the design of the Proposed Development, against the backdrop of the endorsed Poland Street NDF and Public Realm Strategy:
- Retaining and enhancing green space through retaining existing trees and open site character while fostering biodiversity within green infrastructure to create a green heart to the neighbourhood.
 - The design will celebrate key historical assets which are integral to the character of Ancoats, such as the Prussia Arm Canal and Glass Bottle Works.
 - Widening the community offer through increasing the usability of Ancoats Green. Proposals will create a multi-functional space that fosters a sense of community.
 - Creating new connections to the canal infrastructure, the Ancoats Mobility Hub and the new residential communities. Rebalancing movement towards active travel and encourage an active, healthy and walkable neighbourhood.
 - Promote sustainability through re-using materials and incorporating Sustainable Drainage Systems.

Site Layout and Uses

- 3.4 The Proposed Development aims to enhance the existing use of the Site as open space located within the Poland Street Zone of the NDF. Through adjustments in layout, it will increase the quality of green infrastructure, create new connections, provide additional amenities and enhance opportunities for the community to come together.

Table 3.1: Proposed Development Parameters

Proposed Development	Anticipated Development Parameters
Proposed Site Area	Approximately 1.81 hectares
Proposed Development	Proposals comprise soft landscaping improvements (including a 76% increase in trees as well as a 600m ² planting increase and 4800m ² wildflower increase), hard landscaping works including provision of 1 formal play area, and installation of Sustainable Urban Drainage Systems (SuDS).

3.5 The proposals are focused on three ‘character areas’:

- **Ancoats Green:** Ancoats Green will be an activated space creating a multifunctional green heart to the neighbourhood which fosters a sense of community. Within this character area inclusive formal and informal play provision will offer exciting play opportunities for children over the age of three. An open lawn space will be retained within the centre of the green and will have minimum design intervention so it can remain flexible and be used for a range of activities. To the north of the site a flexible hard open space known as ‘Ancoats Place’ will provide an opportunity for Community Uses to spill out into the Green. Wetland planting which collects water from run-off creating a dynamic habitat for wildlife, has been proposed within the Green and at the edges of the Green. The existing cherry trees on Site will be retained and additional cherry trees will also be provided along the southern boundary of Ancoats Green into the neighbouring Ancoats Mobility Hub Development. Additionally, a potential future Growing Area has been identified to the north of the site, which will be managed by the community. Glass bottle shaped Entrance Gateways are proposed at the three main entrance points to the Green, celebrating the Site’s heritage.
- **Prussia Street Greenway:** Prussia Street Greenway will create a simple green linear corridor, providing a connection from Portugal Street to the Rochdale Canal edge. The design will celebrate the hidden alignment of the infilled Prussia Street Canal Arm through drainage design and plant selection. To the north of the Greenway a raised composite decking walkway at the entrance to Ancoats Green. The design will also provide access to future development along the west side of the Greenway. On the east side of the Greenway planting is proposed to create Rain Gardens. Reclaimed coping stone from the Jersey Street bridge demolition (application ref. 133406/VO/2022) has been incorporated into the design along the edges of the rain gardens.
- **Jersey Green:** Due to the Site’s current popularity with the community, the intention is to maintain Jersey Green’s current layout with minimal yet impactful interventions to the green. Interventions include improvements to footpaths, additional seating opportunities, wildflower lawn and improved connectivity to the wider neighbourhood.

Materiality and Appearance

- 3.6 Materials have been chosen to enhance sustainability with 32% of surface materials being reclaimed. For example, Reclaimed granite setts from Albert Square and old coping stones from the Jersey Street bride demolition will be utilised to reduce embodied carbon and to champion the sustainable use of materials.
- 3.7 Functionality has been a key consideration when developing materiality. Materials have been chosen to reduce the need for excessive drainage channels and gully’s, while also considering factors such as robustness and ease of maintenance. Additionally permeable areas have been designed to reduce the amount of rainfall falling onto impermeable surfaces, that would otherwise flow directly into the drains.
- 3.8 Materials within formal play spaces have been selected to ensure the safety of users. Grating platforms at the thresholds will be introduced as a deterrent for dogs to enter this space, while sandfilled carpets will be used for floorspace within formal play space due to its ease of maintenance and overall robustness under various conditions.
- 3.9 Full details of Materiality and Appearance can be found in the Design and Access Statement submitted alongside this application.

Access

- 3.10 The Equality Act 2010 has been used as a key reference document in the formation of the Proposed Development and the design ensures DDA-compliant access in line with BS8300 inclusive within the design into the site for all.

- 3.11 The design has been developed with level access and generous footpath where possible. Accessible seating for all has also been prioritised by ensuring seating is not located under trees for the visually impaired. Materiality has been considered to provide smooth textures to facilitate ease of movement for wheelchair and pram users around the Site.
- 3.12 Mounds will be implemented in and around play space in order to facilitate compliant access for wheelchair users. Play equipment including the slide and tube slide, roundabout and trampoline will also be designed to be accessible to ensure inclusivity for all users.

Servicing and Maintenance

- 3.13 The City Council will be responsible for the management and maintenance of the public realm. Ancoats Green will be managed by the Parks Department as this is how it is currently managed. Ease of site care has been ensured through collaboration with MCC's Park Department and other stakeholders that will also influence the site care strategy.

Phasing and Construction

- 3.14 The main construction activities are yet to be determined as a contractor has not yet been selected.
- 3.15 It is currently envisaged that the works will be undertaken in phases, in line with when each development area becomes available for works to commence. The currently envisaged phases of work are outlined below:
- Phase 1 – Ancoats Green.
 - Phase 2 – Jersey Green.
 - Phase 3 – Prussia Street Greenway.
- 3.16 The most effective route to delivering Phase 1 of the works on Ancoats Green will be to close the entirety of the park across the full duration of the works. This is in order to prevent any risk to the public and to prevent any antisocial behaviour caused by a lack of surveillance and the narrow walking route that would be present if sectional closures were instead implemented.
- 3.17 The contractor will identify the equipment and plant to be used, including type, size and expected number.

4. Development Plan and Material Considerations

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

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

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

Development Plan

Adopted Manchester Local Development Plan

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

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

Manchester Core Strategy (2012)

4.4 The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

4.5 The Unitary Development Plan was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012 significant proportions of the UDP have been replaced, however, a number of policies were saved on 11 July 2012 and remain extant.

Material Considerations

Local Supplementary Planning Documents and Guidance

Design for Access 2

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

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

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

Our Manchester Strategy – Forward to 2025

- 4.12 The Our Manchester Strategy 2016-25 was published by MCC in January 2016 and sets the ambitions for the City for the next decade. It was refreshed in March 2021 following a review of its first five years. The Strategy sets out a vision for Manchester to be in the top-flight of world-class cities by 2025, when the City will:
- Have a competitive, dynamic, and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
 - Possess highly skilled, enterprising, and industrious people;
 - Be connected, internationally and within the UK;
 - Play its full part in limiting the impacts of climate change;
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
 - Be clean, attractive, culturally rich, outward-looking and welcoming
- 4.13 The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement
- 4.14 The ‘Our Manchester’ approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City’s communities.
- 4.15 The latest iteration of the Our Manchester Strategy (March 2021) captured the views of people from across the city with over 3,800 residents, businesses, voluntary and community sector, public sector partners and wider stakeholders providing their views on what Manchester’s priorities should be. As such, the draft Strategy fully reflects the priorities of residents, businesses, organisations and partners.

Manchester’s Green and Blue Infrastructure Strategy (2015-2025)

- 4.16 The Manchester Green and Blue Infrastructure Strategy (2015, refreshed in 2022) sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. It sets out the vision that “By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods”.
- 4.17 Manchester’s Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City’s global image as a place in which to live, work and invest.
- 4.18 After five years, it was decided to refresh the Implementation Plan. Significant changes, challenges and opportunities have emerged over this time. The challenges associated with COVID-19 accompanied with an increase in extreme weather events (flooding, drought, heat stress) as a result of climate change, presents major challenges in how Manchester will adapt and evolve leading to the decision that a refreshed strategy was necessary. The key challenges are referenced in a new Implementation Plan, highlighting strong projects and approaches that reinforce the city’s commitment to put Green Infrastructure (GI) and Nature Based Solutions (NBS) at the heart of decision-making and place-making.
- 4.19 The Key Objectives of this plan seek to improve the quality and function of existing green and blue infrastructure and use appropriate green and blue infrastructure as a key component of new development to create successful neighbourhoods and support the city’s growth. Improving connectivity and accessibility to green and blue infrastructure within the city is also a priority of the refreshed strategy while improving

and promoting understanding of the benefits that green and blue infrastructure provides for residents, the economy and the local environment.

City Centre Transport Strategy (2021)

- 4.20 A Draft City Transport Strategy to 2040 was published for consultation in October 2020 covering both central Manchester and Salford. The City Centre Transport Strategy was the subject of a focused ‘listening’ exercise in summer 2018 and targeted engagement during winter 2019/2020. The final version of the City Centre Transport Strategy was endorsed by Manchester City Council’s Executive on 17 March 2021 and Salford City Council’s Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 4.21 The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the north, offering our residents, employees and visitors a great place to work, live in and visit.
- 4.22 As part of the Transport Strategy, the ‘City Centre Triangle’ has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the Covid-19 pandemic and the Northern Quarter Bee Network scheme. After securing funding, this intervention will consider some of the remaining links in the City Centre Triangle, particularly on Deansgate Liverpool Rd, Aytoun St and Whitworth St to provide Network standard infrastructure that connects the heart of the City Centre.
- 4.23 The strategy builds upon the Northern and Eastern Gateway intervention that creates a new continuous cycling and walking route, linking the areas to the north and east of the city – Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter – to each other and the city centre. It will be safer, greener and better for everyone – especially for those traveling on foot and by bike – as well as other transport users.

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

- 4.24 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 4.25 The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester’s Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester’s air quality.
- 4.26 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency’s (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester.
- 4.27 The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as “likely” to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.

- 4.28 On 13th March 2019, Manchester City Council fully endorsed the draft Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim of being a zero-carbon city by 2038. Building from this, on 10 July 2019, Manchester City Council debated a motion to declare a Climate Emergency, declaring that climate change is a serious risk to Manchester's future. The Council committed to embedding the issue as an integral part of council decision-making, making sure that all key decisions are taken with the City's target of becoming zero-carbon by 2038 in mind.
- 4.29 Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 4.30 Following this commitment, the Council's Executive endorsed the Manchester Climate Change Framework 2020-2025 in March 2020 which has been produced by the Manchester Climate Change Partnership and Agency. Within this, all developments where the Council has additional influence, for example as a client / end-user, landowner or development partner, all new development will need to be zero carbon from 2025 at the latest, when the new Manchester Local Plan is expected to be adopted and is expected to become a policy requirement.
- 4.31 In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable. The Plan builds on over a decade of previous activity which has seen the Council's direct CO2 emissions reduce by 54.7% between 2009/10 and 2019/20.
- 4.32 In August 2021 the Manchester Climate Change Partnership published a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered when they are drafting the new Local Plan, following the adoption of the Places for Everyone GMCA plan.

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

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

Emerging Wider GM Policy

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

- 4.36 A period of public consultation has recently closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. Following this the Places for Everyone Joint Development Document was submitted for independent examination on 14 February 2022.

- 4.37 The Inspectors were appointed by the Secretary of State on 1 March 2022. Examination hearings concerning the plan commenced on 1 November 2022. These examination hearings are expected to run until March 2023.
- 4.38 It is expected that the plan will be adopted by the local authorities later in 2023. Given that it is yet to be examined it is considered that the Draft Plan holds limited weight in the determination of planning applications within Greater Manchester.

National Planning Policy

National Planning Policy Framework

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

Regeneration Context

Manchester City Centre Strategic Plan (2017)

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

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

- 4.47 As set out above in Section 3, the Neighbourhood Development Framework (‘Ancoats and NI NDF’) was originally endorsed by Manchester City Council’s Executive in October 2014. In December 2016 an updated version was endorsed as a formal regeneration framework superseding the 2014 document. The 2016 Ancoats and NI NDF identified six-character areas across Ancoats and New Islington, providing further

development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original Ancoats and NI NDF. The Site falls within the Poland Street Zone as described within the 2016 Ancoats and NI NDF.

- 4.48 The neighbourhood also sits within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG.
- 4.49 The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Field Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.
- 4.50 In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, which further refined the development principles for the Poland Street Zone (the Poland Street NDF) and to ensure that future development preserved the character of the area whilst meeting future housing, sustainability and community needs. The Poland Street Zone can be seen in the below in Figure 4.1



Figure 4.1 – Image showing Poland Street Zone (highlighted in red) within the boundary of Ancoats and New Islington (NDF 2020).

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

Planning Policy Summary

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

5. Consideration of Proposed Development

5.1 This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application.

5.2 The following planning matters are considered relevant to the determination of the Planning Application.

- Contribution to Manchester’s Vision and Spatial Objectives;
- Principle of development;
- Design;
- Environmental considerations and sustainability;
- Heritage;
- Archaeology;
- Traffic and Transport; and
- Waste and Servicing
- Flood Risk and Drainage
- Green and Blue Infrastructure.
- Ground Conditions
- Crime and Security

Contribution to Manchester’s Vision and Spatial Objectives

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

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

- SO1: Provide a framework within which the sustainable development of the City can contribute to halting climate change.
- SO2: Support a significant further improvement of the City’s economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

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

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

Contribution to the Strategic, Planning, Regeneration and Environmental Context

- 5.10 The Proposed Development will make a substantial contribution towards economic, planning, regeneration and environmental objectives set by Manchester City Council. These include:
- The proposed development delivers against the ambitions of the Ancoats and New Islington NDF by delivering improvements to the public realm within the framework area that contributes to a sense of place, community and encourages movement through the area.
 - The Public Realm Strategy will provide the necessary infrastructure required to support the creation of a sustainable neighbourhood of 1,500 homes in a time that there is a need for more housing to be delivered in Manchester City Centre. This in turn will assist businesses confidence as well as the ongoing sustainable growth and regeneration of the city.
 - The Proposed Development will contribute to enhancing the local environment through numerous features included within the design process. The proposed Prussia Street Greenway will create a new linear green connection between the Rochdale Canal and Portugal Street. Pockets of

wildflower and grasses, linear tree planting and interpretive SuDs features will help to establish this new green axis. Proposals will increase the number of trees present on the green by 76% net, through the planting of new trees. Qualitative as well as quantitative improvements will also be supported by the replacement of poor quality trees currently located on the site.

- Development proposals will improve sustainable transport connectivity within the area while managing car usage to reduce rat-running through the neighbourhood and overall car usage. One-way sections of road for vehicles only will be introduced that use green infrastructure as road calming measures. This will deter car usage through the area and encourage active transport. New pedestrian and cycle connections are being provided along key desire lines through Ancoats Green, contributing to the ambition for an active, healthy and walkable neighbourhood.

Principle of Development

Policy and Guidance

- 5.11 Policy SP1 highlights that development in Manchester will provide all residents with good access to recreation opportunities highlighting support for the improvement of City parks to meet this objective.
- 5.12 Policy EC5 East Manchester highlights that development in the area will be supported that creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities. Furthermore, it is outlined that development must have regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.
- 5.13 Core Strategy Policy EN 9 (Green Infrastructure) states that developers will be encouraged to enhance the quality and quantity of green infrastructure, improve the performance of its functions, and create and improve linkages to and between areas of green infrastructure, where opportunities arise.
- 5.14 Paragraphs 98-100 of the NPPF, which relates to 'Open space and recreation' states that '*Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision*'.
- 5.15 Manchester's Green and Blue Infrastructure Strategy 2015-25 (refreshed in 2022) also notes the importance of improving the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers while using appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth. The Strategy also highlights the need to improve connectivity and accessibility to green and blue infrastructure within the city and beyond.
- 5.16 In July 2015 Manchester City Council adopted 'Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester'. The document outlines the Council's vision to create safe and attractive neighbourhoods, a major expansion of the city's sports, leisure and cultural facilities, and improvements in the city's natural environment.
- 5.17 By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.
- 5.18 The Poland Street Zone Public Realm Strategy sets out a clear vision in relation to the future uses of the Site. With regard to the Prussia Street Greenway it identifies an opportunity to provide a simple linear green connection from the Rochdale Canal edge through Ancoats Green to Portugal Street. Ancoats Green is also

highlighted as an opportunity to create a multi-functional, green heart to the neighbourhood that fosters a sense of community.

Compliance of the Proposed Development

- 5.19 The Proposed Development seeks to create a 'green heart' at Ancoats Green with a community space with the capacity to support the existing and future residents. This will provide an accessible, multi-functional space that fosters a sense of community and place while enhancing opportunity for outdoor recreational activities.
- 5.20 Through the creation of a 'green heart' within the back of Ancoats the Proposed Development seeks to contribute to the provision of high quality green and blue infrastructure within the neighbourhood. The existing green character will be retained and enhanced through improvements to the character of open green spaces at Ancoats Green and Jersey Green as well as a 76% increase in the number of trees present within the space. Biodiversity will also be enhanced within green infrastructure through a 600m² increase in planting and 4800m² increase in wildflowers across the space. Through such improvements the significant benefits to local residents, the environment and the economy associated with green and blue infrastructure will be felt across the neighbourhood.
- 5.21 Proposals seek to create new connections to rebalance movement in the area towards active travel through the creation of an active, healthy and walkable space while improving connectivity and accessibility to green space within the neighbourhood. New connections will be created to canal infrastructure and new residential communities to ensure a robust active travel network across the Site. Proposals also develop new connections with the Ancoats Mobility Hub approved July 2021 (PP ref: 130627/FO/2021), which will provide sustainable transport choices, smart logistics and other shared neighbourhood services.
- 5.22 The Proposed Development has been designed to fulfil one of the four strategic objectives set out within the Poland Street Public Realm Strategy, which is an extension of the Ancoats and New Islington NDF. As such design principles have been formulated to underpin the design of the park, directly linking to the objectives set out in the Public Realm Strategy in accordance to ensure detailed design not only delivers a high-quality green space, but a space that meets the previously identified needs and requirements of local communities.
- 5.23 The Site will comprise 52 no. semi-mature single and multi-stem trees which were chosen for their aesthetic and biodiversity benefits. The majority of species have been selected for their climate resilient, native character or water tolerance quality.
- 5.24 The design aims to retain the existing fruiting trees on site. As a result of community engagement, additional fruit trees are proposed across Ancoats Green and Jersey Green, creating a foraging trail for the community.
- 5.25 A range of different planting typologies have been selected for use across the scheme and each will play a specific role in the success of the park. Within the Park new trees, planting and wildflower areas will expand the diversity of species, contributing to the Park's biodiversity.
- 5.26 Biodiversity will be improved throughout the site, as a result of wildlife supporting natural structures such as planting, tree log piles and bird boxes.
- 5.27 Based upon this approach to Green and Blue infrastructure the development proposals are in accordance with Policy and Guidance as a whole.

Design

Policy and Guidance

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

- 5.29 Core Strategy Policy DM1 states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding area in terms of the design, scale and appearance.
- 5.30 Core Strategy Policy CC10 states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. Core Strategy Policy DM1 states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 5.31 The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 130 it is advised that planning policies and decisions should ensure that developments:
- Will function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive;
 - Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
 - Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
 - Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.32 Design for Access 2 is also relevant. The document provides guidance on measures that should be incorporated into schemes to increase their accessibility.

Compliance of the Proposed Development

- 5.33 The design justification is set out in detail within the Design and Access Statement. Comments received throughout the consultation process have informed the Proposed Development where appropriate to ensure a high-quality design is achieved. The design is well considered and responds to the surrounding area and maintains the high-quality benchmark that is required to deliver objectives set within the Poland Street Public Realm Strategy.
- 5.34 The Proposed Development has been designed by a highly experienced design team and in consultation with the Local Planning Authority and key stakeholders including statutory and non-statutory consultees, Ward Councillors and the general public.
- 5.35 The Site is currently not fully utilised in its current form. It does not maximise its potential contribution to the streetscape, nor does it reinforce or complement the surrounding and emerging area.
- 5.36 The scheme has been designed to significantly enhance the neighbourhood and wider area whilst also complementing the emerging developments also located within the Ancoats and New Islington Neighbourhood Development Framework and Poland Street Public Realm Strategy. Ancoats Green, Prussia Street Greenway and Jersey Green will support the existing and future communities whilst championing; and re-interpreting Ancoats heritage and character within the design solution.
- 5.37 The Proposed Development has been designed to foster a multitude of usages including active, passive, community and environmental use helping to foster a sense of a 'Place for People'.
- 5.38 As set out in Section 3, the proposals are focused on three 'character areas'. The layout and planting styles for each of these spaces is discussed within the Design and Access Statement.

Inclusive Design

- 5.39 The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. The design ensures Equality Act 2010 (as amended) compliant access in line with Building Regulations BS8300 inclusive within the design into the site for all, through level access and generous footpath where possible.
- 5.40 The provision of accessible seating for all has been a priority for the Proposed Development by ensuring seating is not located under trees to help ensure accessibility for visually impaired people using the space. Seating/resting areas will also have choice of seat height and back rest with additional room for wheelchairs, prams and scooter users.
- 5.41 Textures of material have been considered to enhance accessibility within design proposals with the smooth texture of the tarmac offering ease of movement for wheelchair and pram users around the site.
- 5.42 Formal play spaces have been designed to be accessible with the play mound being designed in a way which allows wheelchair users to participate on the slide located at the top of a compliant ramp. Other pieces of play equipment have also been designed to be accessible for disabled users including an accessible trampoline and roundabout.
- 5.43 Boundary treatments include bollards and landscape mounds located carefully in required locations to allow pedestrians, bicycles, wheelchairs, and prams to enter the site whilst obstructing quad bikes and cars.
- 5.44 For full details of inclusive design features please see the Design and Access Statement and Section 3 of this statement 'Proposed Development'.
- 5.45 On this basis, the development has been designed in accordance with the relevant planning policy, guidance and material considerations and promotes the principles of inclusive design.

Environmental Considerations

Ecology

Policy and Guidance

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

Compliance of the Proposed Development

- 5.48 An Ecology Appraisal for the Site has been undertaken by Amenity Tree. The report concludes that there is no evidence of protected species or protected habitats which could be affected by the Proposed Development.
- 5.49 A Tree Bat Roost Survey was undertaken by Amenity Tree as the proposals include the removal of some of the trees and therefore the proposals could have a direct impact on protected bat species. The report concluded that all trees within the application boundary have negligible potential for roosting bats.

5.50 A Biodiversity Assessment has also been prepared by Amenity Tree and submitted in support of the application. The report concludes that the public realm improvements will result in a net gain in biodiversity value.

5.51 The Proposed Development is therefore considered to comply fully with Core Strategy Policy EN15.

Air Quality

Policy and Guidance

5.52 Core Strategy *Policy EN16* states that developers will be expected to take measures to minimise and mitigate the impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Compliance of the Proposed Development

5.53 During the construction phase of the Proposed Development there is potential for temporary air quality impacts as a result of fugitive dust emissions from the Site. An Air Quality Plan will be produced by the Principal Contractor once appointed. This requirement will be addressed by a condition.

Arboriculture

Policy and Guidance

5.54 *Core Strategy Policy EN9 Green Infrastructure* highlights that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. It continues by stating that the Council will work to protect existing street trees and promote new planting.

5.55 The Residential Quality Guide is also relevant. The guide highlights that trees and woodlands form an important part of Manchester's green infrastructure and Manchester's green infrastructure should be enhanced, reinforced and well managed to become an integral part of the city's neighbourhoods, making healthier more sustainable and better-quality places to live.

5.56 The Manchester Green and Blue Infrastructure Strategy highlights the importance of making sure that the city has the right species of trees for a changing climate and the right arrangements for their long-term management to ensure that trees can continue to be an important part of the city's Character.

5.57 Section 12 of NPPF highlights the important contribution which trees make to the character and quality of urban environments. It goes on to state that decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Compliance of the Proposed Development

5.58 A Tree Survey and Constraints Report has been prepared by Amenity Tree in support of the Application.

5.59 The Tree Survey illustrates that there are 47 individual trees and 2 tree groups within the Application Site Boundary. 13 trees have been identified as Category A trees and 27 trees as Category B trees. There are 8 trees that have been categorised as retention value 'Category C' due to their limited Arboricultural merit or impaired condition. 1 Category U tree has been recorded on the Site.

5.60 12 trees are proposed for removal within the Site as detailed within the Design and Access Statement prepared by Planit-IE. In addition to tree removal self-seeded shrubs will also be removed, particularly within the northern boundary of Jersey Green and then along the canal edge to avoid damage to the canal coping.

The 2:1 replacement approach means a minimum of 24 semi-mature trees will replace the 12 trees removed within the Site.

Ground Conditions

Policy and Guidance

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

Compliance of the Proposed Development

- 5.63 A Phase II Geoenvironmental Site Assessment has been prepared by E3P. The Site is located within an area of Manchester with an extensive industrial heritage and part of the Site itself has been previously occupied by a canal arm, which has been infilled.
- 5.64 The Site is split into three-character areas. The Jersey Green character area was not investigated as the proposed works are non-intrusive and relate to mainly redressing. Therefore, the Phase II Geoenvironmental Site Assessment relates to land within the Ancoats Green and Prussia Street Greenway areas only.
- 5.65 Laboratory analysis identified exceedances in heavy metals, PAH's and TPH fractions within the Made Ground deposits. Asbestos was not identified within any of the 13 samples sent for analysis. The 3 deeper Made Ground deposits along the western boundary at the location of the former canal arm (WS101 1.80, WS104 3.00 and WS105 1.20) were hazardous. The report concludes that during a phase of cut-and-fill enabling works, all below-ground obstructions will require grubbing out to the base of the Made Ground. It is also recommended that a foundation schedule is prepared for the development, which takes into account the physical change of natural clay soils and the current and proposed locations of trees.
- 5.66 On this basis, the proposals will address the requirements of Development Plan policies and other material considerations.

Built Heritage

Policy and Guidance

- 5.67 Core Strategy Policy EN3 'Heritage' highlights that throughout the City, MCC will encourage development that complements and takes advantage of the distinct heritage and heritage features of its districts and neighbourhoods. New developments must be designed so as to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. Proposals which enable the re-use of heritage assets are encouraged where they are considered consistent with the significance of the heritage asset.
- 5.68 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets.
- 5.69 Section 66 requires:

“In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses...”
- 5.70 Section 72 sets out the corresponding duty in relation to conservation areas, it requires:

“In the exercise, with respect to any building or other land in a conservation area, of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area....”

5.71 Paragraph 8 of the NPPF notes that one of the key dimensions to sustainable development is protecting and enhancing our historic environment.

5.72 Paragraph 199 requires that when considering the impact of the Proposed Development on the significance of the asset, great weight should be given to the asset’s conservation, the more important the asset the greater the weight should be. Any harm or loss requires clear and convincing justification.

5.73 Paragraph 201 states that:

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

5.74 Paragraph 202 of the NPPF states that:

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

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

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

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

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

5.77 Extant UDP Policy EM8 states:

“Ancoats is a conservation area with many important listed buildings and structures and it has been identified as an Urban Village for mixed use development. Within the Ancoats area development will be permitted which includes:

- The conservation and enhancement of the built heritage and character of Ancoats involving the reuse and restoration of mills and warehouses;
- Retention of the grid iron street pattern and provision of improved pedestrian links to Miles Platting, the wider Ancoats area and the City Centre;
- Restoration of the Rochdale Canal involving the excavation of previously infilled lengths of canal;”

5.78 Extant UDP Policy DC19.1 related to Built Heritage states:

“In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting.”

Compliance of the Proposed Development

- 5.79 A Heritage Statement has been prepared by KM Heritage in support of this application.
- 5.80 Whilst there are no visible existing heritage assets on the Site, it is known that the Ancoats Green area was historically known for the glass and flint glass work production. Similarly, the Prussia Canal Arm historically linked Ancoats Green to the Rochdale Canal.
- 5.81 Prussia Street Greenway will not only provide a ‘green lung’ through the area, but also re-establish the visual link along the canal spur – allowing a more meaningful understanding of how the area was once connected.
- 5.82 The proposals intend to celebrate the history of the area through wayfinding which celebrates the heritage of the area at key gateways, nodal points and junctions within the site, directing users to key destinations in the area.
- 5.83 The entry points will be marked with gateways and the profile of play features and coloured resins used in the children’s play area will reference the history of the area and the historical uses of the sites and old coping stones associated with the buried canal will be reused along the new Prussia Street Greenway.
- 5.84 The creation of this space in Ancoats in a manner that respects the characteristics of the area – its grid iron pattern, the historic canal arms and views through the area – will positively enhance the character and appearance of the conservation area. This is further strengthened by the incorporation of motifs and interpretation into the design and materials of the proposed spaces. The proposals intend to celebrate the history of the area through wayfinding which celebrates the heritage of the area at key gateways, nodal points and junctions within the site, directing users to key destinations in the area. The entry points will be marked with gateways and the profile of play features and coloured resins used in the children’s play area will reference the history of the area and the historical uses of the sites and old coping stones associated with the buried canal will be reused along the new Prussia Street Greenway.
- 5.85 The proposals are borne out a full understanding of their heritage context, recognising the positive contribution that conservation of heritage assets can make to sustainable communities and the positive contribution to local character and distinctiveness.
- 5.86 Based upon the reasons given above, it was concluded that the proposals will comply with s.72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (‘the Act’) with regards to the preservation of the character and appearance of the area.

Archaeology

Policy and Guidance

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

heritage assets and consider if a new development makes a positive contribution to the local character and distinctiveness.

- 5.90 In view of the localised nature of the proposed works, and the extensive information on the development of the area that is held on the HER, GMAAS is advises that a detailed archaeological assessment is not required to support the planning application in this instance.
- 5.91 Pending the detail of the ground-breaking works required across the footprint of the former Manchester Glass Bottle Works, GMAAS will advise that a targeted programme of archaeological investigation is implemented, which will probably comprise a watching brief during the ground breaking works across the footprint of the glass works.
- 5.92 In summary, GMAAS is pleased to advise that the below-ground archaeological resource within the proposed scheme area is understood sufficiently to negate a requirement for an archaeological assessment to be prepared and submitted with the planning application.

Compliance of the Proposed Development

- 5.93 An Archaeological assessment has been prepared by Salford Archaeology for the whole of the Poland Street Area. A supporting covering letter has also been submitted which focuses on the Site boundary, the findings of which are summarised below
- 5.94 The proposal site lies in the Ancoats Conservation Area and contains several sites of potential archaeological interest. In particular, the site of the Manchester Glass Bottle Works (HER 12428.1.0) lies to the south of Portugal Street in the northern part of the proposal area, close to the junction with Wadeford Close. This glass works had been established by 1834 by Woolfall Percival & Jackson and was the first in what emerged to be an important group of glass works in Ancoats.
- 5.95 The proposed scheme will require some limited ground-breaking works with a potential to damage or remove any below-ground remains of the former glass works. Pending the detail of the final design for the public realm works, any such impact could be offset by maintaining an archaeological watching brief during ground-breaking works in this part of the proposal area.
- 5.96 On this basis, the proposals will address the requirements of Development Plan policies and other material considerations.

Transport

Policy and Guidance

- 5.97 Core Strategy Policy SP1 states that, “new development will maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport.”
- 5.98 Core Strategy T1 states that the Council will support proposals that improve choice by alternative means than cars; reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties; and take accounts road users’ needs according to a broad hierarchy consisting of, in order of priority: pedestrians and disabled people; cyclists; public transport; commercial access; general off peak traffic; and lastly, general peak time traffic.
- 5.99 Core Strategy Policy T2 states that the Council will actively manage the pattern of development to ensure that new development, “is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; and is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.”
- 5.100 NPPF Chapter 9 Promoting sustainable transport (paragraphs 104 to 113) requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other

considerations should be integral to the design of schemes. Proposals should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 5.101 The PPG sets out the overarching principles behind Travel Plans, Transport Assessments and Statements which are methods of assessing and helping mitigate the negative transport impacts of development in order to promote sustainable development. LPAs must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.
- 5.102 As outlined in Paragraph 5.47 the City Centre Transport Strategy sets out seven ambitions which focus on areas that will help to achieve the vision:
- Walking will be the main way of getting around the city centre.
 - The city centre will be cleaner, greener and less congested.
 - More people will choose to cycle to destinations within the city centre.
 - The city centre will benefit from better public transport connections.
 - Parking in the city centre will be smarter and integrated within other modes.
 - Good will be moved and delivered sustainably and efficiently into and within the city centre.
 - Innovation will be embraced where it benefits the city centre and its users.

Compliance of the Proposed Development

- 5.103 A Transport Statement was prepared in support of this application by Civic Engineers.
- 5.104 The public realm improvements will consist of a series of green open spaces which allows for various uses for the community including recreation and play, offering better connections to users from Oldham Road to New Islington, Miles Platting, to Cutting Room Square and the City Centre.
- 5.105 The proposals have been demonstrated to accord with both national and local transport policy encouraging sustainable transport and providing facilities that will significantly improve health and wellbeing of locals. The Site location presents various opportunities for walking, cycling and travel by public transport with good accessibility to a wide range of local amenities and serves as a further amenity to current and future residents. To support the Ancoats Mobility hub, the enhanced public realm infrastructure will provide the tools and encouragement for people to change habits and contribute towards more sustainable modes of travel.
- 5.106 The site bins will be serviced via the wide accessible footpaths, managed through removable bollards. The movement was tested with Swept Path Analysis.
- 5.107 Given the above, it is anticipated that the development will have no material impact on the operation or capacity of the surrounding highway infrastructure and will maximise the opportunities of the site without contributing to adverse transport impacts.
- 5.108 Based upon these conclusions it is felt that the proposed development is in accordance with Policy, Guidance and Material Considerations.

Flood Risk and Drainage

Policy and Guidance

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

Compliance of the Proposed Development

- 5.115 A Flood Risk Assessment and Drainage Strategy was prepared by Civic Engineers in support of this application. It considers the risks of various sources of flooding to the Site and the consequent risks of flooding to downstream receptors from the Proposed Development, as well as outlining a foul and surface water drainage strategy. As noted above in Section 3, the Site is located within a critical drainage area.
- 5.116 The proposed development is located within Flood Zone 1 and is considered “water compatible” as such is appropriate for development in the Flood Zone.
- 5.117 Surface Water discharge for the development will be limited to greenfield run-off rates for the equivalent site area at 5 l/s. Attenuation will be provided for a 1 in 100-year storm event including a 40% climate change allowance. Where possible SuDS will be incorporated, to further improve the water quality, encourage infiltration and improve drainage in the area.
- 5.118 As per the pre-development enquiry response from United Utilities, surface water will likely be discharged into an existing combined sewer located on Wadeford Close.
- 5.119 With incorporation of the proposed mitigation measures, based upon the above conclusions, the proposed development is in accordance with Policy, Material Consideration and Guidance.

Crime and Security

Policy and Guidance

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

Compliance of the Proposed Development

- 5.122 A Crime Impact Statement has been prepared by Greater Manchester Police (GMP). Overall, having assessed the development using principles of 'Crime Prevention through Environmental Design' the report highlights a number of positive aspects of the proposals which include:
- The Proposed Development will positively add to the Ancoats regeneration.
 - The proposed masterplan will see the development of a long-standing empty plot. The redevelopment of the Site will remove a site which provides no street level activity
 - The new public realm amenity spaces provide opportunities for communities and residents to meet and foster community relationships within the local area. Schemes which have good social communities are less likely to tolerate inappropriate behaviour
 - The regenerated public space is very likely to attract greater number of visitors, commuters and education groups which can add to the ambience of the place and improves passive surveillance and informal policing of the area
 - The presence of a high quality public space will improve the profile of the neighbourhood and stimulate further investment in the area, ideally in housing stock, businesses and premises and other areas of the public realm
 - The public realm central landscaped play park will be well overlooked by the proposed buildings and should benefit from legitimate activity and passive surveillance at all times of the day and night, promoting a greater sense of safety in the public realm
 - The layout has a relatively uncomplicated arrangement with good sight lines along the pathways and between spaces with no pinch points or potential hiding places which could be exploited by offenders. The choice of trees and plant species should allow some visible permeability through the canopies and foliage so that people cannot be concealed within the public space.
 - Extensive landscaping of the public realm and green spaces will complement the wider and neighbouring Ancoats district
 - The scheme presents opportunities to incorporate lighting, promoting a sense of safety within the area during hours of darkness while also working in conjunction with the local ecology.
 - 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
- 5.123 The Crime impact Statement also set out three recommendations to be incorporated into the design:
- Ensure clear lines of sight are maintained across the green spaces.
 - Proposed furniture and play equipment should be robust to withstand casual acts of vandalism.

- Ensure existing and proposed lighting proposals provide a sense of safety within the area during the hours of darkness.

5.124 The Design and Access Statement outlines how these recommendations have been incorporated into the design through improving natural surveillance; selecting robust materials; and the inclusion of lighting columns along key connection routes.

5.125 Based upon the above conclusions the proposed development is in accordance with Policy, Material Consideration and Guidance.

Summary

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

6. Summary

- 6.1 This Planning Statement accompanies an application for Full Planning Permission submitted to Manchester City Council, in respect of land bounded by Portugal Street to the north, Wadeford Close to the east, and the Rochdale Canal to the south in Ancoats, Manchester.
- 6.2 The Proposals involve City Council improvements to the public realm within the Poland Street Zone as defined by the Poland Street Zone NDF and the Poland Street Zone Public Real Strategy.
- 6.3 The public realm improvements will consist of a series of green open spaces which will allow for various uses for the community and will offer better connections for pedestrians, promoting sustainable movement through the Poland Street Zone.
- 6.4 A detailed assessment of the proposals has been undertaken against adopted policy as set out in Section 5 of this Statement, The Proposed Development is consistent with the aims and objectives of the Development Plan and is further justified in the context of other material considerations, including the NPPF.
- 6.5 The proposals are considered to be key in creating a sustainable urban neighbourhood. They are a key element of a significant plan to continue driving Manchester forward as a city over the coming decade, through the delivery of the City Council's vision to create a place where residents from all backgrounds can feel safe, can aspire, succeed and live well.
- 6.6 Upon completion, the public realm improvements will provide the following high-level benefits:
- Enhanced footpaths and two new gateway connections to Poland Street and the Prussia Street Greenway, which will encourage sustainable travel choices through the Poland Street Zone area;
 - Accessible formal and informal play which will offer exciting play opportunities for children over 3 years old;
 - Increased usability of Ancoats Green and Jersey Green for community uses; and,
 - Enhanced biodiversity through new planting and trees.
- 6.7 It has been demonstrated that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

Appendix A: Compliance with the Poland Street Zone NDF

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

Principle	Response
Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.	The proposed public realm improvements seek to provide a 'green heart' within the back of Ancoats to support the 1500 new homes proposed by the NDF. In doing so, enhanced multi-functional green space will be provided which will increase the usability of the space for various forms of use whilst fostering a sense of community in the area.
New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canal-side settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.	The Proposed Development Site is well located in terms of its access to the city centre by both public and active transport modes. Bus stops located in close proximity to the Site serve the city centre with 5-7 buses per hour while both Manchester Piccadilly Station and Manchester Victoria Station are located within a 20 minute walk of the Site which provide access around Manchester and the wider region.
New development should contribute towards the creation of a neighbourhood that is spatially integrated. This should be across the neighbourhood as a whole; within the city core, the Northern Quarter and Piccadilly; and, with existing and emerging communities that adjoin the site including Miles Platting and the emerging Northern Gateway communities.	Access to the Metrolink is also provided within a 12 minute walk from the Site which provides connections to a number of destinations within Greater Manchester including: Rochdale, Bury, Ashton-under-Lyme, East Didsbury, Altrincham and Eccles.
New development should not be considered in isolation but contribute towards a coherent experience across the neighbourhood with character areas, streets and spaces feeling intuitively part of a wider whole, supporting a high quality of life.	Locational advantages in terms of heritage are also reflected within the proposals. The Site is partially located within the Ancoats Conservation Area and the design will celebrate key historical assets which are integral to the character of Ancoats, in particular the Prussia Arm Canal and the previous Glass Bottle Works use.
Creating a spatially integrated neighbourhood will require enhanced north south connections back to the city centre core and improved inter-radial (east-west) connectivity for pedestrians and cyclists.	Proposals also seek to create a coherent experience across the wider neighbourhood area through the creation of new connections. Infrastructure will be implemented to connect the Site with canal infrastructure, the Ancoats Mobility Hub and new residential developments such as Rodney Street.
A specific objective in this regard will be to recognise key neighbourhood connectors which intuitively influence movement patterns through the area, and in so doing, to assist in defining those key connections via well considered, high quality and consistent public realm works that create attractive and free flowing	A core design principle associated with the proposed public realm improvements will be to create an active, healthy and walkable space. In doing this movement will be rebalanced towards active travel through encouraging both walking and cycling.
	The proposed movement strategy looks to create a better connection between Ancoats Mobility Hub and the new and existing residential developments; with Ancoats Green at the heart of the back of Ancoats Neighbourhood through a

pedestrian and cyclist orientated routes. Options to address the current issues of rat running should also be considered.	network of pedestrian and cycle routes. The movement strategy also proposes that connections will be made with the Bee Network cycle route that runs along the Rochdale Canal.
To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality.	The Site is partially located within the Ancoats Conservation Area and desktop studies have revealed the Site falls within an area of Ancoats historically known for the glass and flint glass work production. This historic character is celebrated within design proposals through the restoration of the infilled Prussia Street Canal Arm. Heritage of the area will also be reflected within gateways, play equipment and materials, full details of which can be seen in the Design and Access Statement.
Opportunities for new areas of open space or public realm treatments will be encouraged where that can contribute to sense of place and encourage movement through the area. New areas of public realm should provide amenity for residents and employees in the area. Public realm design should seek appropriate opportunities to celebrate the historic features of the district which define its special character.	The Proposed Development will create a multi-functional 'green heart' within the Poland Street Zone that will foster a sense of community and support the forthcoming residential developments within the area. A variety of uses have been proposed as part of the public realm improvements to provide amenity for local residents. The three greenspaces offer the potential for both passive and active use of the space with play equipment and a 100m running/cycling loop also being provided to encourage formal play. It is intended that Ancoats Green will become the community centre and a social hub for the whole of Ancoats. A place where people can come to socialise, take part in community activities and engage with friends and family. Potential for a future community growing garden has been identified to support this community function alongside orchards for local people to grow their own food.
New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. This may include on-site solutions or off-site solutions where site constraints and viability considerations dictate (e.g., listed buildings). On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.	Parking is an issue within the Poland Street Zone neighbourhood. A study is being finalised which will inform the future TRO strategy. This strategy will prioritise pedestrians and cyclists. The public realm strategy is supportive of avoiding 'rat-running' through the area by preventing vehicles from driving directly through the neighbourhood. In addition to this, contractors for new developments have been asked to use public parking, rather than on-street parking, so that they do not add to the commuter parking issue in the area.
To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of "Secured by Design."	The design ensures DDA-compliant access in line with BS8300 inclusive within the design into the site for all, through level access and generous footpath where possible. Accessible seating for all has also been a priority by ensuring seating is not located under trees for the visually impaired. Furthermore, smooth textures of the porous tarmac will offer ease of movement for wheelchair and pram users around the Site. The play mound has also been designed in a way which allows wheelchair users to participate on the slide located at the top of a complaint ramp.

	Formal play equipment has been designed with accessibility at the forefront with an accessible round about, trampoline, and slide all part of the proposed formal play strategy.
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Ancoats and New Islington NDF – Poland Street Public Realm Strategy (2022)

Principle	Response
Rebalancing movement to promote active travel by providing new direct and safe pedestrian/cycle connections between Ancoats Green, and Portugal Street, and the Rochdale Canal.	Creating new connections is a core design principle underpinning the proposed public realm improvements. In doing so movement in the area will be rebalanced towards active travel in order to create an active, healthy and walkable neighbourhood. The proposed movement looks to create a better connection between Ancoats Mobility Hub, Jersey Wharf and The Rodney Scheme; with Ancoats Green at the heart of the back of Ancoats Neighbourhood.
Public realm will be locally distinctive, utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the industrial heritage and character of the Ancoats Conservation Area and facilitating the creation of a canal edge walk.	Although there are no heritage assets located within the Site it is partially located within the Ancoats Conservation Area. Site analysis has also revealed the Site is located within an area known for historic glasswork productions. These historic features are celebrated as part of the design proposals in various features such as wayfinding, play equipment, Prussia Canal Arm and materiality. Full details of how heritage is reflected in these features can be seen within the Design and Access Statement.
Extending green character to streets and spaces.	The proposed public realm improvements look to extend the green character of the neighbourhood through delivering three key character areas: • Ancoats Green - Ancoats Green is an activated space creating a multifunctional green heart to the neighbourhood which fosters a sense of community; • Prussia Walkway - a simple green linear corridor, creating a connection from Portugal St to Rochdale Canal edge, celebrating the hidden alignment of the Prussia Street Canal Arm; • Jersey Green - minimal yet impactful interventions to the green including additional footpaths, additional seating, improved connections and wildflower planting.



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