

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
130627/FO/2021	3rd Jun 2021		Ancoats & Beswick Ward

**Proposal** Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures

**Location** Land At Poland Street, Manchester, M4 6BR

**Applicant** Manchester Life Strategic Development Company Limited, C/o Agent

**Agent** Mr John Cooper, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

## **EXECUTIVE SUMMARY**

The proposal is for a Mobility Hub containing a delivery and cycle hub (with 150 spaces) and 408 car parking spaces with associated ground floor commercial unit (Class E) and new public realm.

13 letters of support, 2 neutral comments and 25 objections have been received.

### **Key Issues**

**Principle of the proposal and the schemes contribution to regeneration** The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site, previously developed for industrial uses which would be relocated as part of the proposal prior to being demolished. The site forms part of the next phase of regeneration activity known as the Poland Street Zone in Ancoats.

The Mobility Hub would provide a key piece of infrastructure to support the new homes and population growth in this new neighbourhood. Located close to existing public transport, walking and cycle routes, the proposal would offer alternatives to owning a car with car club and car share facilities on offer together with access to 150 cycle spaces and e-bikes. The car parking provision would avoid the need for individual developments in the area have to accommodate car parking. In order to support shift away from petrol diesel cars, 25% electric car charging would be available on first use with the intention to increase this to 100%. A new delivery hub would consolidate delivery arrangement in the area. The effect of this would to minimise car journeys through the Ancoats neighbourhood and make the surrounding streets pedestrian and cyclist friendly with active frontages.

**Economic** This proposal represents a £17 million investment in the Poland Street Zone. 150 jobs would be created during the construction process together with 277

indirect jobs. The provision of Hub at the site would support the growing population by offering alternative car and public transport arrangements.

**Social** A local labour agreement would ensure that Manchester residents are prioritised for construction jobs and 12 jobs would be created when the Hub comes into first use. There would be a community offer in the new commercial unit as well as enhanced linkages to Ancoats Green. The development would be fully accessible with level access, lifts and 24 disabled spaces located adjacent to the lift areas. Crime and anti social behaviour would be minimised through robust measures and an effective lighting scheme. Natural surveillance would increase in this area by this development.

**Environmental** This would be a low carbon development in a highly sustainable location. The development would operate off an all electric system meeting a significant amount of its energy needs through renewable technologies. 25% car charging, 150 cycle spaces, 20 car club and 10 car share spaces would be available upon first use. There are no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on the adjacent canal. The ground conditions are not complex or unusual.

The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

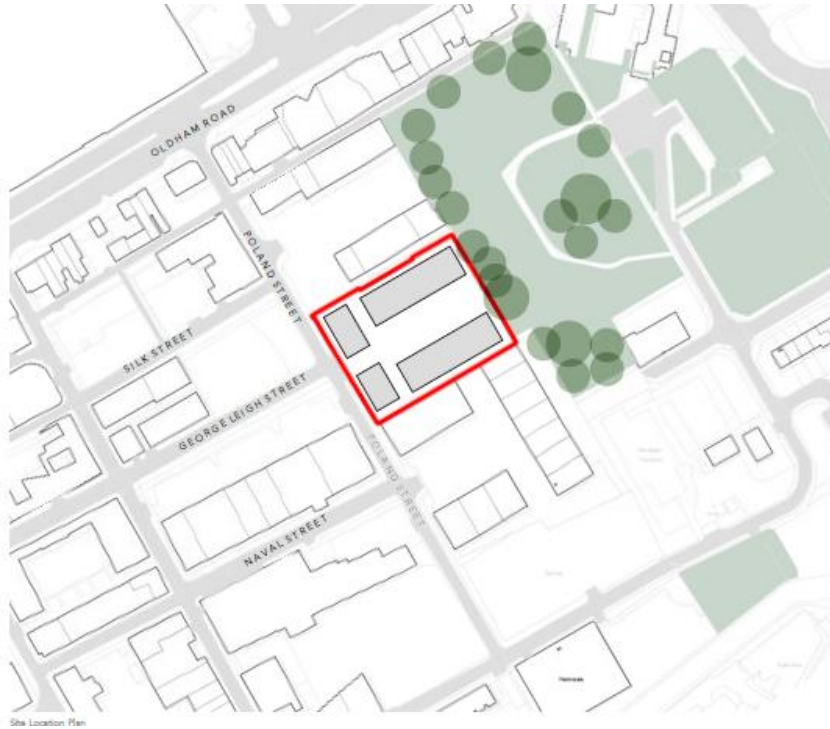
**Impact on the historic environment** The development would form a new and significant building in the Ancoats Conservation Area. This would create a low level of less than substantial harm to the conservation area which is outweighed by the strong and compelling regeneration benefits of this scheme. This is considered in detail in the report.

**Impact on local residents and local businesses** The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards.

A full report is attached below for Members consideration.

## **Description**

The site is 0.33 hectares and bounded by Poland Street, the City Court Trading Estate, Crown Industrial Estate and Ancoats Green. The site is in Ancoats close to New Islington and Miles Platting. These are areas which have seen significant investment in new housing and place making.



### ***Application site***

Low rise industrial units, which form the Poland Street Industrial Estate, occupy the site. A variety of tenants occupy the units which are accessed off Poland Street. There is hardstanding which forms car parking at the centre of the site with a small number of trees. Boundary treatment secures the site from Ancoats Green.



***Image of the application site and current relationship with Ancoats Green***

The Ancoats area is characterised by medium to high density residential developments, with ground floor commercial uses, either within new buildings or conversions, concentrated around Cutting Room Square.

The Poland Street area contains low rise industrial buildings and older buildings occupied by businesses. The site is surrounded by industrial uses as well as Ancoats Green.

Cotton Field Park, New Islington Marina, New Islington Free School (along Redhill Street) and the Medical Centre (along Old Mill Street) provide essential amenities for residents in Ancoats and New Islington.

The site is in the Ancoats conservation area and there are the following listed buildings or structures are within a 250 metres of the site, Beehive Mill (Grade II\*), Doubling Mill Fireproof Mill (Grade II\*), New Mill (Grade II\*), Little Mill (Grade II), Union Street Bridge (Grade II) and Victoria Square (Grade II). The site is also known to have below ground archaeological remains.

The site also falls within Flood Zone 1 and is in a critical drainage area. The site is not within an Air Quality Management Area (AQMA), but it is approximately 40 metres to the north of the AQMA along Oldham Road. Traffic associated with the

development is likely to use roads within the AQMA and this is considered in detail in the report including the impact on residents, businesses and local schools.

The applicant is working with Great Places and the City Council, to deliver the regeneration objectives of Neighbourhood Development Framework (NDF).

Sites will be brought forward for new homes, including affordable housing, with other public benefits. This application forms part of this strategy in order to bring forward a coordinated approach to car parking, cycle infrastructure, deliveries and place making in the area to support the residential development in the Poland Street Zone.

This planning application is being brought forward alongside a number of other proposals by the strategic partnership in order to realise the benefits described above. These planning applications are:

- Eliza Yard (130354/FO/2021) for the erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works
- Ancoats Dispensary (130356/FO/2021 & 130357/LO/2021) for the creation of 39 socially rented homes within a retained and refurbished Ancoats Dispensary
- Downley Drive (130390/FO/2021) for the erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works

The above planning applications and Listed Building Consent are being considered together in order to realise the public benefits of these schemes being brought forward at the same time.

Overall, during the construction phase there will be approximately 540 FTE jobs would be created across the four schemes, generating a GVA of circa £32million. There are also a number of indirect benefits in the local supply chain as a result of the construction phase which will result in an addition of approximately 816 jobs off-site and a GVA of circa £49 million. Once in operation the proposals will provide circa £15million in Council Tax revenue over a ten year period, and it is estimated that each year the residents will spend circa £26m, a majority of which will be spent within Manchester. These schemes provide significant social, environmental economic benefits together with contributing towards the continued regeneration of this part of east Manchester.

## **The Proposal**

The existing industrial buildings would be demolished and the impact of this on the conservation area is considered in this report. An 8 storey Mobility Hub would be

erected at the site with 150 cycle spaces, 408 parking spaces and a smart logistics and shared services hub. A commercial unit (Class E) would be located on the ground floor. Landscaping and public realm would improve links to Ancoats Green.

The Mobility Hub would encourage a modal shift from the private car by sustainable travel choices including cycling, walking, public transport and car clubs. The parking spaces would encourage electric vehicles and support the next phase of residential and commercial developments in Ancoats. The Hub would allow future residential schemes to be car free with the exception of disabled spaces.

In the short term, the Hub would be used by visitors and commuters. As developments in the area complete, residents would be prioritised with around 7% of the parking being available for commuters/visitors in the long term.

The Hub operators intend to develop a car parking season ticket which prioritises existing Ancoats residents without parking provision, followed by workers commuting into Ancoats and Ancoats and New Islington businesses who increasingly require safe and secure parking. The strategy also indicates that the season ticket could be made available for residents within New Cross. This arrangement would, be short term with its primary function to provide car parking and infrastructure for future developments around Poland Street.

There would be 408 car parking spaces with 108 (25%) fitted with a fast charging electric vehicle (EV) charging point (95 spaces would be 7kw and 7 spaces would be 50 kw). As demand for electric car provision increases, enhanced provision would be provided with the overall aim being that all spaces are fitted with an EV point. 6% (24 spaces) would be identified for disabled people and would remain in perpetuity. 20 spaces would be for car club purposes and 10 for car sharing to allow residents to hire a car from a central fleet and offer a range of more affordable mobility options to car ownership.

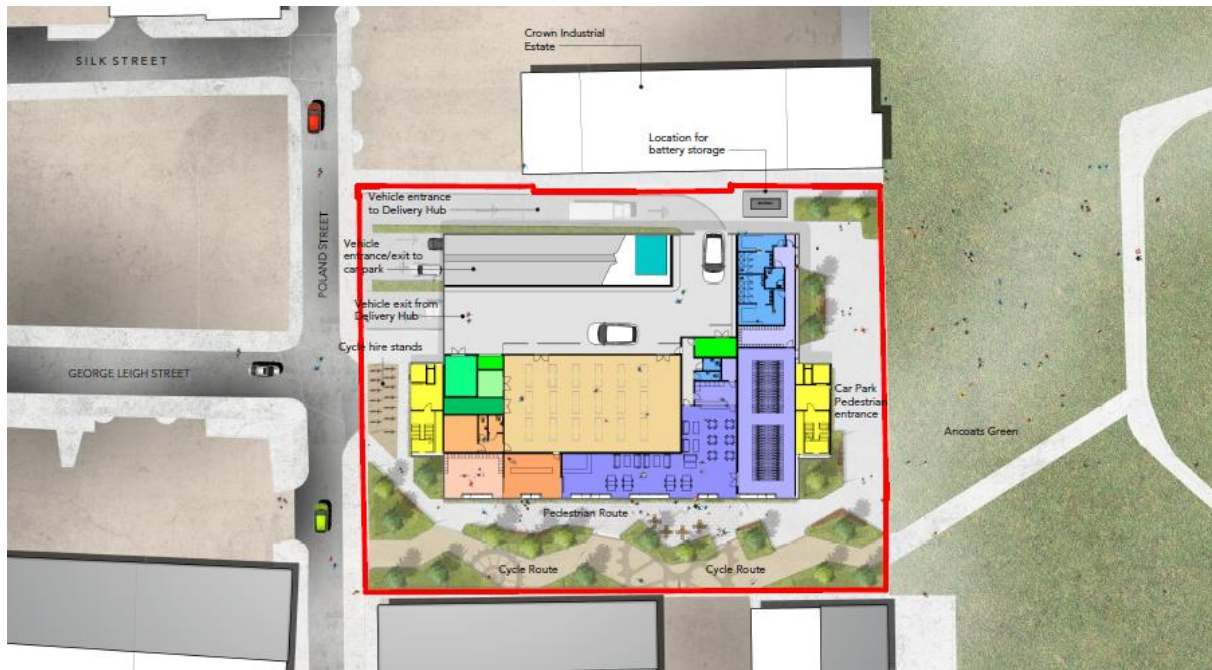
A centralised delivery hub would create an area for deliveries to the 1,500 new homes in Poland Street. This facility would allow daily aggregation and sustainable last mile distribution of deliveries. This facility has a dedicated access and egress off Poland Street. The operator will take delivery of small to medium sized parcels and arrange last-mile delivery service via e-cargo bike or electric vehicle to neighbouring homes. There are also delivery lockers available as part of this facility where residents can choose to send parcels to for individual collection.

A 221 sqm commercial use (Use Class E) would provide an active frontage and meeting space for the local community, and cycle community in particular.

The secure cycle store would store up to 150 bikes for commuters/visitors with storage, changing, locker and shower facilities which would be available via a membership system. It could also have e-bike hire facility.

There would be 400 photovoltaic cells (PVs) on the roof which would provide renewable energy for the building and, during the peak months of spring to early autumn, would directly charge the seven rapid charge (50kW) electric vehicle charging points for visitors.

Vehicle access to the Hub would be from Poland Street. Pedestrians would have a staircases at either end of the building. An area of public realm at the south of the site would provide recreational space, access to the commercial unit and cycle store as well as a link to Ancoats Green.



### ***Layout of the Mobility Hub including new public realm***

The Hub would be 8 storey in height. Vertical aluminium anodised fins provide a cohesive approach to the facades. The spaces would vary to create variety and interest. The fins provide a grid structure on the south elevation to allow planting to grow in a mesh for ventilation to the car park.

The northern façade would have trapezoidal fins to create a pattern and a graphic quality. The direction of the fins would vary with some placed parallel or flat to the elevation to establish this pattern. The perimeter steelwork, any secondary bracing structure and the vehicle/protective barrier would be painted out dark grey/black so that they are visually recessive and read separately from the aluminium fins.

The stair cores would be glazed to improve wayfinding and security when accessing the car park. This is contrasted with the dark steel frame of the main structure, with dense planting sitting within this to add colour and texture.

40% of the site would be public realm. A new pedestrian link connecting Ancoats Green to Poland Street would be created which would be activated by the delivery hub, cycle parking entrance and commercial unit. 20 trees would be planted.

The waste management arrangement at the Hub and commercial unit would prioritise recycling.



***Image of the Mobility Hub from Poland Street***

This planning application contains notice of the intent by the applicant to remove trees in the Conservation Area (in accordance with section 211 of the Town and Country Planning Act 1990 (as amended)). These matters will be given detailed consideration within this report.

### **The planning submission**

This planning application has been supported by the following information:

- Design and Access Statement;
- Heritage Statement;
- Archaeological Desk Based Assessment;
- Flood Risk and Drainage Strategy;
- Environmental Standards and Energy Statement;
- Planning Statement (including Green & Blue Infrastructure);
- Statement of Consultation;
- Noise Assessment;
- Air Quality Report;
- Phase 1 Site Investigation Report;



- Ecological Assessment;
- Arboricultural Impact Assessment;
- Transport Assessment;
- Waste Management and Servicing Strategy
- Framework Construction Management Plan;
- Local Benefit Strategy: Statement of Intent;
- Crime Impact Statement;
- Ventilation Strategy;
- Daylight/Sunlight Assessment;
- TV Reception Survey;
- Operational and Car Parking Management Statement;
- Health Impact Statement;
- Strategic Case for the Hub;
- Technical Case for the Hub; and,
- Sustainability Statement.

**Land Interest** Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

### **Notifications/Consultations**

The proposal has been advertised as a major development, of public interest, and affecting the setting of listed buildings and the conservation area. A Site notice was displayed at the site.

The comments received can be summarised as follows:

### **Supports**

13 letters of supports have been received (10 from local businesses and 2 from local residents). The comments can be summarised as follows:

- The Ancoats Mobility Hub will contribute to the continuing regeneration of East Manchester by enabling further commercial and residential development to take place in and around the area through the provision of sustainable transport options;
- The proposal supports Manchester's Clean Air and Net-Zero targets and will further strengthen active travel routes (cycleways and canal towpaths) between important commercial and visitor destinations, including Co-op Live;
- The Ancoats Mobility Hub is yet another example of a world-class city remaining ahead of the game and pioneering different ways to progress - essential as we seek to build back better and greener following the pandemic;
- This proposal enables residents to include sustainability in their decision making with regards to mobility. This proposal support Manchester clean air and zero carbon targets as well as the social value element of the strategy;
- The hub will deliver positive outcome for local people and communities. This includes the creation of spaces that welcome, engage and inspire, encouraging active lifestyle and of course promote sustainable travel;

- The ambition of this proposal and the potential for the hub to be an exemplar project, emulated across cities and regions in the UK and beyond is huge. Manchester's reputation for being first is not good fortune. It comes through innovation, hard work and initiatives such as this;
- This would be a safe and secure car park and would benefit visitors nearby recreational facilities and other cultural institutions across the neighbourhood. This is vital for the area's identity and its economy as we seek to build back following the coronavirus.
- There would be fewer cars and vans passing through Ancoats which would make it a cleaner and better place for people to spend time in and spaces can be redesigned for social interaction, performance, or just relaxing. This interaction is important for the area's identity as one of the country's best places to live and work but also for inspiration, innovation and creativity.
- The hub is pioneering and builds on the centuries-old reputation of Ancoats and Manchester;
- The promotion of sustainable and shared transport would improve the environment and is a step towards the achievement of net zero carbon emissions
- This is an excellent forward thinking scheme, and it is hoped existing residents can also benefit from the new parking facilities as well as new developments;
- This sounds like a good idea and will make that area look a bit nicer and would hopefully stop the on street parking currently taking over the areas around the new Lovell houses;
- The hub would be transformative enabling streets to be prioritised for pedestrians reducing traffic and vehicle movements supporting community cohesion and a sense of place;
- The Hub is a unique response to the challenges arising from an increasing population with growing demand for services whilst maintain quality of life and protecting the environment. The Hub is seeking to address those challenges in a responsible way;
- The proposal supports Manchester's net zero ambitions and will enable people to choose sustainable mobility options. Traffic reductions through centralised parking and delivery will allow the streets to be reimaged for the benefit of people over vehicles.
- The building is in-keeping with national design guidance and well serves the fundamentals of form, function and delight. It suits the surrounding neighbourhood and has its own strong physical identity through the two large vertical green walls. Identity is particularly important in this neighbourhood due to its high-profile and historical/architectural significance.
- Due to the size, scale and ambition of the hub, it has the potential to serve as an exemplar project for other neighbourhoods and indeed cities to emulate. This is in keeping with an area famed for a pioneering approach to infrastructure and the production of goods which began some two hundred years ago;
- The hub intends to provide 150 cycle spaces with facilities including lockers, showers and changing rooms, all for public use. This is greater than comparable facilities in the city centre including Manchester Piccadilly. Improved public realm around the hub, alongside investment in cycleways and pathways would improve connectivity between the City Centre and Ancoats. It

has also been suggested the commercial space on the ground floor could become a cycling-related cafe, the local cycling community would welcome.

- As parking from neighbouring developments will be consolidated into the hub, this will support efforts to break the link between home ownership and car ownership. Crucially, as the car-ownership link is weakened, the cycling link should be maintained with new developments in the area having dedicated cycle spaces for every apartment.
- The delivery depot is estimated to remove 1200km of vehicle movements from the neighbourhood each day. This will help to ensure Ancoats is safer and with cleaner air, making it more conducive to active travel -of particular importance due to the proposed 'Beelines' network through Ancoats and NewIslington.

## Neutral

Two neutral comments has been received which neither objects or supports the proposal. The comments can be summarised as follows:

- There is drug taking in the area. The café appears to be sited towards the planned cycle path would this not be better facing he green?
- The mobility hub will bring much-needed parking to the area and complement the future buildings that will be developed. However, as part of the planning review cycle the following should be considered:
  - o The hub should have the ability to offer fast car charging to people parking there as well as people that live in the area
  - o The local area (George Leigh Street) has current traffic issues with speeding. What will be the implications for extra traffic and how will the hub provide support to make the street safer?
  - o There are various parking structures close to the northern quarter that are a magnet for the homeless and drug-taking community. The hub needs to ensure this does not happen;
  - o The hub is going to have a negative impact on the park (Ancoats green). Given this issue perhaps the hub could contribute to enhanced security or a dog park to be constructed in Ancoats green;
  - o The hub should offer discounted parking for local residents (perhaps out of peak hours).

## Objections

25 individual objections have been received (20 from local residents and 5 from local businesses including one comments which lists 15 businesses as being affected).

The comments can be summarised as follows:

- Manchester declared a climate change emergency in 2019 which committed the Council to reducing is carbon emissions in the City. Building a multi-storey car parking is not in line with those ambitions;
- The proposal conflicts with the City Centre Transport Strategy's vision for a zero carbon city and zero carbon transport system and to reduce the number of car journeys.

- Air quality was identified as an important consideration in the City Centre Transport Strategy;
- It is not clear if other city centre car parks would be closed as a result of this development in order to achieve the ambition of reducing the number of car parking spaces in the city centre;
- The proposal conflicts with Core Strategy policy T1 which seeks to reduce car usage by developing alternatives to the car;
- The proposal accommodates petrol and diesel vehicles. Even electric vehicles use a great deal of energy to move around - energy whose production releases carbon dioxide into the atmosphere.
- Car parks for the able-bodied are not required in the city centre. Car park locations should be restricted to areas outside the ring roads, and facilities provided for their users to gain access to the city centre by walking, cycling, or public transport;
- This proposal should not be called a Mobility Hub as it does not meet the criteria for one. It's an application for a modern day retail car park in an area of intended development;
- The proposal is not linked to a regional rail or tram and there are very limited buses. There are no links to recognised walking and cycling routes. This would not facilitate commuting car drivers to exchange to other forms of transport;
- The hub would not benefit those who have disability needs;
- The building would tower over nearby buildings and block natural light;
- The construction activities would impact on local businesses, turning the area into a building site. There would be noise and disturbance, air pollution and dust and dirt would deter customers from coming to the businesses in the area which means businesses would have to close and move to another area;
- The surrounding streets are already struggling with the increase in traffic on the roads and both residents and businesses are constantly disturbed by the relentless noise pollution. The car emissions and air pollution in the area are already terribly high. This plan to build 408 car parking spaces is going to dramatically increase traffic in the area and with a primary school only several streets away there is just concern for the effect that this increase in emissions is going to have on the health of those children as well as local businesses;
- Poland Street is only narrow and businesses have lots of deliveries daily from suppliers by lorries. If Poland Street is blocked off at any point it would cause serious operational problems;
- There would be overlooking issues from the development and affect on the value of nearby developments and rental demand;
- The construction works would effect the foundations of nearby properties;
- The area contains a local green space called Ancoats Green. More and more residents require green spaces. Polluting car parks should be swapped for green spaces for the local community;
- There would be a significant increase in pollution in an already high area which would have a harmful impact on local residents, children, animals and wildlife, specially when considering the close proximity to the public park;
- There is no evidence that cars currently parked on streets would use this car park and more cars and traffic would be attracted to the area adding to pollution, street crime and vandalism;
- Green space should not be built on to facilitate developments such as this;

- The term mobility hub is misleading given the primary use would be a car park. There are no connected cycle routes to the hub and no direct public transport links. The location of the hub would not be useful to cyclists as logically they would not park their cycles there and walk in. They are more likely to cycle to their final destination;
- The car park will have a negative effect on amenity. There would be a loss of direct light, sunlight and/or natural light in the area which would negatively affect the growth of vegetation, plants and natural habitat of protected species;
- There are 2 established large cherry trees in Ancoats Green that would be impacted negatively;
- Light pollution from the hub would affect bats;
- There would be a loss of light to Ancoats Green due to the scale of the building;
- The proposal would increase pollution in the area. The measurements taken note a 'negligible increase' in pollution in the area from the addition of 400 vehicles using the car park. However, this measurement has been taken in relation to the already poor and harmful levels of pollution in the area and so is not a fair representation of the impact. Plans should provide a reduction in the pollution in the area given its close proximity to a public park;
- Another independent pollution survey should be taken to measure the actual impact on health from additional pollution and vehicles in the area. Any addition of pollution would have a negative and harmful impact on local children, residents, animals/wildlife, especially considering the extremely close proximity to the public park. The car park has capacity for 100% electric vehicles but is not answerable, dedicated or made any commitment to meeting a 100% electric vehicle target;
- Despite noting the car park would have resident parking and provide parking for existing commuter vehicles that are scattered on the streets, there is no evidence that those cars parking on streets and not paying for parking would use the car park. Instead it will attract cars not already parking in the area and more vehicles will use the car park, adding to the pollution;
- The car park will bring additional commuter vehicles to the area, increasing traffic very close to a public park, an area where children play and dogs run. This causes a safety concern for highways and risk of accidents. A survey and risk assessment should be created to assess the risks. The additional use of delivery vehicles using the area will also add to these safety concerns;
- There are serious security concerns as the area is already rife with petty crime, smashed glass from vehicle break ins and drug use. The Car park will attract more crime and antisocial behaviour;
- An 8 storey car park will not fit with the character of the local area. A Car park directly next to a public green space is incredibly detrimental visually as well as detrimental to public safety, health and wellbeing, noise and disturbance from the vehicle and engines, additional traffic in the area and 8 storeys is incredibly over-bearing and out of scale;
- There has not been adequate assessment of other potential sites for a multi-storey car park and the only street considered has been Portugal street. I argue that there are better placed sites in Ancoats and New Islington for a multi storey car park and that more sites should be considered;
- The Strategic Justification and Guiding Principles document is a case study in greenwashing and contains unevidenced claims (e.g. forecast reduction to car

journeys). The use case for the Cycle Hub is unconvincing. The place-based rhetoric in the Strategic Justification and Guiding Principles document does not reflect community use of areas adjoining the site and concerns about the development.

- The Operation and Management Statement is deeply concerning. The Crime Impact Statement notes that vehicle crime in the area is high, accounting for 45% of all crime in the area. The Crime Impact Statement suggest that the development is acceptable if it addresses issues raised in the report. However, the Operation and Management model is premised on outsourcing management to a 'strategic delivery partner' who will provide a 'digital delivery platform' that will be the primary user interface for all mobility functions. Assuming that staff presence in the Delivery Hub and commercial unit will address the need for regular patrols throughout the day seems naive at best. Adjoining sites are widely known to be used for illicit drug use, with no police presence or intervention, and evidence of vehicle crime is widespread in the local area
- Inclusion and accessibility: The Design and Access Statement provides insufficient detail regarding the 'digital delivery platform' and does not mention evaluations conducted to ensure accessibility for all residents in the local area. Indeed, the digital platform is not mentioned in any section of the Design and Access statement pertaining to inclusivity. The assumption regarding the desirability and accessibility of this model seems to rest on the belief that this local area serves a community of young, wealthy residents who are part of a recent wave of gentrification. It is not clear if proposed digital platform has been evaluated for its accessibility to a range of different potential users;
- Putting a car park next to a park is not a good thing to do;
- It won't solve the main issue of parking problems as it's commuter parking causing the main issues;
- The delivery hub would divert traffic to the area where there are pedestrians, children and animals who want to go to Ancoats Green and the canal. Vans in the area would jeopardise the peaceful nature of the area;
- It is not clear why so much car parking is needed. New development in the area should have car parking incorporated into them rather than being in one multi storey car park neat to the green;
- Multi storey car park don't tend to be well kept buildings and are the subject of crime
- The cafe appears to be sited towards a the planned cycle path. Would it not be better to have this facing an amenity like the green ensuring that users have more pleasant scenery than a footpath?

**City Centre Growth and Infrastructure Team** advise that the Ancoats mobility hub is a key component in the further sustainable development of the area at the back of Ancoats. The proposal aligns with the strategic objectives of the Ancoats and New Islington Neighbourhood Development Framework (NDF) and the City Centre Transport Strategy to 2040 and the promotion of and contribution to the creation of low car use neighbourhoods. This supports pedestrian and cycling as alternative modes of transport for city centre locations such as the Poland Street zone in the Ancoats neighbourhood. The modal shift away for car ownership and the move towards zero carbon development will take some time to comprehensively achieve, but the mobility hub will facilitate a compelling new vision for a more liveable place. It

will also help alleviate the current problems that residents face with rat running and commuter parking.

Concurrent to the mobility hub, and in order to achieve the strategic aims of the NDF, the City Council is developing a complementary public realm strategy to support the delivery of the vision for the area (as articulated within the Poland Street Zone NDF update) and the creation of a high-quality public realm that keeps pace with and underpins development activity.

Whilst not part of the public realm strategy, the Ancoats mobility hub is being proposed as a key piece of neighbourhood infrastructure. The public realm strategy is being developed cognisant of the hub and will provide the local regulatory context within which the hub can operate.

The mobility hub proposal enables residential developments in the locality to amalgamate both parking and deliveries in a central hub, thus allowing greater density of development to be brought forward on other sites in the area, enabling a larger number of residential units to be delivered both in the area and as a contribution to the City's targets around housing delivery and associated public realm and open spaces.

With social facilities, bike hire and storage, parcel delivery, electric vehicle rentals and electric vehicle charging points this hub is a key component not just in Ancoats but for the next stage of the growth of homes and jobs in East Manchester. Moreover, centralised parking and delivery at this location will provide greater opportunities for developers to bring forwards schemes that can contribute to the creation of active street frontages that are integral to the functioning, social life, safety and success of neighbourhoods of choice.

Sustainable modes of transport are crucial to the City's ambitions in relation to traffic management and zero carbon and this proposal is key in providing a step change in approach to both how residential parking and deliveries can be managed within an area. The opportunity to centralise services in one location with a clear strategy for deliveries, EV charging, cycle hire, and associated facilities will serve to ensure that the Poland Street Zone can be developed as a pedestrian and cycle friendly neighbourhood, supported by a public realm strategy that seeks to minimise car movements through the area, promotes walking and cycling and creates a user-friendly and calm environment that enhances residents experience of living in the area and adds value to the developments within the area.

As well as being a critical step in sustainable placemaking, the hub is also a key component in achieving air quality targets.

**Highway Services** the site is accessible to sustainable traffic modes and is close to bus and tram stops. Traffic modelling indicates that the assessed junctions would have spare capacity. The SCOOT at the Rochdale Road/Livesey Street junction needs to be revalidated. A traffic camera should be installed at the junction so manual signal interventions can be made to minimise any congestion.

The proportion of public parking will decrease year on year between 2023 and 2029 as developments are completed. It is estimated that by 2029, 330 spaces will be used by residents with the remainder used for car club/rideshare/visitor spaces. Proportions of space allocated to car club, accessible bays and electric car charging is acceptable along with the level of cycle provision.

A junction plateau is proposed at the access with a plateau at Poland Street/Silk Street junction. Double yellow lines should be provided in the vicinity of the development to ensure that vehicles parked on-street do not adversely impact the development access along with tactile paving. No doors other than fire exits open outwards. A construction management plan is required.

**Environmental Health** the conclusions of the air quality report are acceptable on the basis that heating is electric, that there is a dust management plan agreed prior to construction, that speed control measures are introduced on the access road to the hub and that 25% of the car parking spaces are fitted with an electric car charging point with infrastructure provided to all spaces (and points introduced as demand increases). Deliveries should be restricted to 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday 10:00 to 18:00. Details of fume extraction should be agreed and a construction management plan. The opening hours of the commercial unit should be agreed together with details of acoustic insulation. A lighting scheme shall be agreed for the building together with a noise mitigation plan for the delivery element. Details of plant shall be agreed. The waste management arrangements are acceptable. Further ground condition investigations are required.

**Neighbourhood Services (Trees)** the proposed tree planting associated with the scheme is acceptable.

**Flood Risk Management** details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

**Greater Manchester Ecology Unit (GMEU)** survey work found no evidence of roosting bats. The buildings and some of the vegetation could have nesting birds and these should not be removed outside of the nesting season. Biodiversity enhancement measures should be agreed.

**Historic England** have no objection and the site makes a limited, negative, contribution to the character and appearance of the conservation area. New development could enhance this section of the conservation area, which currently has an ill-defined character, and would not raise concerns with the principal of a larger building.

The appearance, design, materiality and orientation of the building to the street will be a visually juxtaposing element, that does not follow the pervading characteristics that harmonise a large number of the buildings across the conservation area. It will therefore result in minor harm to its character and appearance.

However, they note that the applicant has stated that the building provides a number of strong public benefits, and that the incongruity referenced above is identified to be intrinsically linked to the ability to deliver these. They advise that it is a matter for



the Local Planning Authority to determine the exact weight they place on the public benefits the applicant has put forward and whether the elements of concern are inherently required for the delivery of the public benefit identified. They do, however, accept that there would be heritage benefits if the proposals allowed for the less encumbered, and more sensitive, regeneration of the rest of the Poland Street Zone.

**Greater Manchester Archaeology Advisory Service (GMAAS)** the archaeology assessment demonstrates there is archaeological interest in below ground remains associated with mid-19th-century-century cellar dwellings, which would merit further investigation before development. A condition should explore this archaeology further.

**Design for Security at Greater Manchester Police** a condition should require the development to be carried out in accordance with the Crime Impact Statement.

## Policy

### The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and saved policies of the Unitary Development Plan for the City of Manchester (1995) The Core Strategy is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

**SO1. Spatial Principles** The development would be in a highly accessible location close to public transport modes (rail, tram and bus) and walking and cycling routes. The Hub would offer sustainable choices and encourage modal shift away from petrol and diesel cars. 20% of the parking spaces would be fitted with an electric charging point with this increasing as demand for electric cars grows. 150 cycle spaces, a car club and car share facilities would be included. Public realm and environmental improvements including tree planting, sustainable drainage and renewable energy would minimise energy demands and ensure the hub adapts to climate change.

**SO2. Economy** The scheme would provide jobs during construction and permanent employment in managing the operations at the hub. These jobs would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

**S05. Transport** The development would be highly accessible and provide residents with sustainable travel choices. The proposal would minimise the need for on-site parking at individual developments, prioritising pedestrians and active frontages. Electric car charging points, cycle provision and car club/car sharing would provide an alternative to car ownership and help residents move away from petrol/diesel cars.

**S06. Environment** The development would seek to protect and enhance the natural and built environment and ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

**Policy SP 1 (Spatial Principles)** The development would be highly sustainable and help to bring forward economic and commercial development. It would complement development in Ancoats and integrate into the City Centre transport strategy. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; creating a well-designed place that would enhance and create character; re-using previously developed land.

**Policy EC1 – Land for Employment and Economic Development** – The proposal would develop a highly accessible site and constitute a significant contributor to the economic growth and productivity in the Poland Street Zone of the Ancoats neighbourhood. It would help to spread the benefits of growth across the City and help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and walking, cycling and public transport use would be encouraged. The proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place.

**Policy EC3 The Regional Centre** – The development would be in an appropriate location with access to all forms of sustainable transport and support high density residential development. The development has a focus for being low carbon.

**Policy CC1 – Primary Economic Development Focus (City Centre and Fringe)** The proposals would deliver high quality new development in this area identified in Policy CC1 as a focus for primary economic development.

**Policy CC5 Transport** - The proposal would help to minimise on-site parking associated with nearby development. A coordinated approach to parking and offering alternatives to car ownership provides sustainable travel choices for this new community. Cycle provision, car club/car sharing along with a logistic/delivery hub would ensure that air quality conditions in the area do not worsen and promote walking and cycling and use of public transport.

**Policy CC6 City Centre High Density Development** - The proposals would be a high-density development which uses the site efficiently.

**Policy CC7 Mixed Use Development** – The proposal would create an active ground floor with the potential for Class E use along with the delivery and cycle hubs.

**Policy CC8 Change and Renewal** - The proposal would create temporary employment during construction.

**Policy CC9 Design and Heritage** - The development would have an impact on the settings of nearby listed buildings and the Ancoats conservation area. This is discussed in more detail later in the report.

**Policy CC10 A Place for Everyone** – The proposals would complement the ongoing regeneration of Ancoats. It would be fully accessible and include parking for disabled people.

**Policy T1 Sustainable Transport** – The proposal would encourage modal shift from car travel to more greener car travel and sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

**Policy T2 Accessible Areas of Opportunity and Need** – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

**Policy EN1 Design Principles and Strategic Character Areas** - The proposal involves a high quality design, and would enhance the character of the area. The design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed below.

**Policy EN3 Heritage** – The proposal would have an impact on the settings of the nearby listed buildings and the conservation area. This is discussed in more detail later in the report.

**Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure** The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

**Policy EN6** seeks to prioritise CO2 reductions from low or zero carbon energy supplies. An Energy Statement sets out how the proposals would meet the requirements of this policy.

**Policy EN8 - Adaptation to Climate Change** - An Environmental Standards Report identifies measures to ensure that the development would minimise its impact on the climate.

**Policy EN15 - Biodiversity and Geological Conservation** – The site is not considered to be of high quality in ecology terms. The proposals include measures to improve the biodiversity including new tree planting and landscaping which would create new habitats and bat and bird boxes.

**Policy EN16 - Air Quality** The proposal would not worsen local air quality. The site is located in a sensitive area being close to existing residential properties, businesses and local school. Traffic associated with the construction and operational aspects of the development are likely to utilise roads where these sensitive uses

exist, including the nearby AQMA along Oldham Road. Mitigation in the form of dust suppression, wheel washing and other measures would minimise the temporary impacts on construction of the local area. When the development is occupied, the provision of 25% electric car charging points, car club/car sharing, 150 cycle spaces and the delivery hub would minimise the impacts of the development on local air quality and provide alternatives to car ownership and a shift away from petrol diesel cars. The effects on local air quality are considered in detail in the report.

**Policy EN17 – Water Quality** – An assessment of the site’s ground and groundwater conditions shows that subject to specific measures being adopted it is unlikely that the development would cause contamination to surface watercourses and it is considered that any impact water quality can be controlled through a condition.

**Policy EN18 - Contaminated Land and Ground Stability** - A desk study which identifies possible risks arising from ground contamination notes confirms that the impact of the development can be controlled through a condition.

**Policy EN19 Waste** - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. The onsite management team would ensure the waste streams are managed.

**Policy DM1 Development Management** - Careful consideration has been given to the design, scale and layout of the building in order to minimise impacts on residential and visual amenity together with ensuring that the development meets overall sustainability objectives.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

### **Saved UDP Policies**

The following saved UDP policies need to be considered in relation to the application.

**DC18 Conservation Areas** - The proposal would have an impact on the settings of the Ancoats conservation area. This is discussed in more detail later in the report.

**DC19.1 Listed Buildings** – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

**Policy DC20 Archaeology** – An archaeological desk based assessment concludes that the development would not have an impact on any significant remains.

**DC26.1 and DC26.5 Development and Noise** – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

## **Other material policy considerations**

### **The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)**

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

### **City Centre Transport Strategy (2021)**

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.

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.

The strategy proposes several strategic interventions within the Ancoats area, some of which are subject to funding and business case. These include:

- Upgrades to the Rochdale Canal towpath – improving the quality of the existing provision;
- Delivery of the Ancoats Mobility Hub – which is proposed to meet the parking requirements of residential and commercial development in the next phase of redevelopment in Ancoats, removing parking from individual schemes and promoting a modal shift away from car ownership by providing the infrastructure which offers sustainable alternatives including delivery hub and car club/car share;
- Northern and Eastern Gateway Bee Network – delivering new and enhanced city-centre cycling infrastructure.

## **Manchester Green and Blue Infrastructure Strategy 2015**

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

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.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth

3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

### **Manchester City Centre Strategic Plan (2017)**

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.

The City Centre Strategic Plan was adopted in 2016 and identifies key priorities for the City Centre's ongoing regeneration.

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.

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)**

The Neighbourhood Development Framework (NDF) was originally endorsed by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights

Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Poland Street Zone as described within the 2016 NDF.

The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG. In addition, substantial development has taken

place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.

In addition, there is a major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point with early developer interest crystallising through developments outside of the current safeguarding zone within Mayfield, Piccadilly East and Piccadilly Basin.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites either primed or already delivered 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 Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

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, that further refined the development principles for the Poland Street Zone.

### **Ancoats and New Islington NDF – Poland Street Zone (2020)**

The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future. The key ambitions for the area is that it becomes diverse and multi-generational, is a place for living and working, is urban and green, and sociable and sustainable.

At its heart, the Mobility Hub complements the vision within the NDF. It will deliver amenity and community infrastructure which will support the future residential development.

The NDF supports the creation of a cycle hub with secure storage and on-site showers and changing. Additionally, it suggests that the facility could be broadened to allow residents to rent a wide range of bikes for leisure or commuting purposes.

The NDF also supports development that will facilitate vehicular movement, servicing, delivering and parking through the creation of parking and delivery hubs that would intercept vehicular movement and allow the Poland Street Zone to be predominately car free. It notes that some residents may need to have access to private cars, and there may also be requirements for visitor and commercial access.



However, the relationship of the centre's core and accessibility to public transport makes this a highly sustainable location. Where parking is accommodated it ought to be designed to integrate with the overall street environment and offer the ability to charge electric vehicles.

### **Manchester Strategy (January 2016)**

The strategy sets the long-term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre.

The vision for Manchester to be in the topflight 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; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

### **National Planning Policy Framework (2019)**

The revised NPPF adopted in July 2018 and re-issued in February 2019 states that the planning system should contribute to the achievement of sustainable development. It clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a strong and competitive economy' states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80). This proposal would support the regeneration of Ancoats and provide significant investment and job creation during construction. There would be a strong emphasis on social value.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91).

The proposal would be safe and secure. Areas of public realm and landscaping have been designed with and for the local community and would enhance links to local amenity spaces. Pedestrian and cycle movements through the site would be catered for and encouraged. 150 cycle spaces would ensuring that cycling is prioritised for moving around the city centre which also offers health and wellbeing benefits.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 103).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments 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 (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

The site is well connected to a range of public transport modes which would encourage sustainable travel around the city centre from the Hub. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote a range of sustainable travel choices and alternatives to car ownership. A travel plan and operational management would be secured as part of the conditions of the approval. Measures would be included in the development to support those with disabilities.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 117).

Planning decisions should:

a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage commuters/residents, the early years, and residents to use public transport, walking and cycle routes to access the city centre.

Section 12 'Achieving Well Designed Places' states that 'the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of

design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The design would be innovative and complement the distinctive architecture in Ancoats. The buildings would be highly sustainable and low carbon and biodiversity and water management measures are included in the public realm.

Section 14 '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 (paragraph 148).

The buildings fabric would be highly efficient and it would be electric with solar panels generating on site energy. The landscaping scheme would include trees, planting, green screens and other planting. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Landscaping, tree planting and planting would provide new habitats and biodiversity improvements.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 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.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

The proposal would result in some low-level harm to the surrounding historic environment. This low-level harm is considered to be less than substantial and outweighed by the significant regeneration benefits associated with this development.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

### **Planning Policy Guidance (PPG)**

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted.

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the

new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noisesensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and wellbeing states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to

healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

*Heritage* states that 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.”

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.

### **Other legislative requirements**

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The

Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

### **Environmental Impact Assessment**

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

Due to the nature of the proposal (“Urban Development Projects”), the size of the application site and the characteristics of the development site (as identified within Schedule 2), the proposal was the subject of a screening opinion to determine if an assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that this level of assessment was not necessary and that the effects of the proposal could be considered through a formal planning application

### **Ancoats Conservation Area declaration**

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s.

Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

### **Issues**

#### **Principle of the redevelopment of the site and contribution to regeneration**

Regeneration is an important planning consideration. Significant regeneration activity has taken place in Ancoats which has been transformed after the decline of the textile industry. Population decline and neighbourhood management issues have been reversed and replaced with a vibrant and popular neighbourhood.

Over 1,250 homes have been built for rent and sale by the applicant with improved place management as part of the implementation of the Ancoats and New Islington Neighbourhood Development Framework (NDF). However, much remains to be done if the full potential of the area, and the economic, social, physical and environmental benefits this would bring, are to be realised.



The most recent regeneration activity in Ancoats has focused around Great Ancoats Street, Oldham Road, Radium Street and the Rochdale canal. The Poland Street Zone (NDF) was endorsed in July 2020 and seeks to guide development around Radium Street, Oldham Road, the Rochdale canal and Rodney Street. There is a significant amount of brownfield land that should provide new homes. The NDF proposes coordinated infrastructure to manage car parking and servicing demands and to enhance pedestrian and cyclist movements.

The objectives of the Poland Street Zone NDF and the Ancoats and New Islington NDF are material in the determination of this planning application as directed by policy SP1 of the Core Strategy. The application site is also located in the Regional Centre in which commercial developments are encouraged (policy EC3).

The site is located in the 'Oldham Road' character area of Poland Street. Developments here are expected to integrate and provide connections with the surrounding neighbourhoods and manage car parking and vehicular movements. The Poland Street NDF supports the concept of parking and delivery hubs to manage traffic.

*“Maximising the practical benefits of vehicular access coming in from the high capacity network – development facilitating vehicular movement, servicing, delivering and parking that would benefit the Ancoats area as a whole (e.g. parking and delivery hubs that intercept vehicular movement)”*

The Mobility Hub is included in the City Centre Transport Strategy (2021) as part of infrastructure to meet parking requirements of residential and commercial developments in Ancoats. This would enable parking to be removed from individual schemes and promote a modal shift by offering sustainable alternatives. The City Centre Transport Strategy is material in the determination of this application.

The applicant has provided a *Technical case for the Hub* in support of their planning application.

The Hub would foster a sense of community, provide travel options and link into existing infrastructure and enhanced movement and accessibility around the area. It would include secure cycle provision for 150 space (including e-bike provision when available through TfGM) a car club (20 spaces) and car share provision (10 spaces).

The cycle provision is higher than other similar facilities such as Victoria Station which has 38 spaces, Manchester Piccadilly 43 spaces. Locker and shower facilities would be available via a membership scheme.

There is strategic support for a Mobility Hub in Ancoats to manage future car parking demand. The applicant considers there is significant demand for parking in their Build to Rent developments in Ancoats. The provision of up to 1612 new homes around Poland Street confirms that parking is necessary.

The Hub would provide parking for new residents and remove parking provision at individual schemes. The 408 spaces at the Hub would equate to a 25% provision of the total number of new homes which would be built in the Poland Street Zone. The

removal of parking from individual schemes would allow more active street frontages to be created and pedestrian friendly environment.

The applicants transport analysis has assessed trip generation across the area if the Hub was not delivered and parking was provided on individual schemes. It demonstrates that the Hub would have a material effect on reducing the number of movements through all junctions in the area by consolidating them around the site rather than being routed throughout Ancoats.

In the short term, the Hub would be used by commuters. This would be in the short term and the applicants believe this would manage a reduction in city centre parking in favour of public transport.

Parking has been lost in the city centre as surface level car parks have been developed. City centre living has meant that owning a car is less of a requirement. The Hub would offer unique leasing arrangements which would allow residents to acquire and relinquish their right to parking as their circumstances change which offers greater flexibility to responds to residents changing circumstances. The level of provision dedicated to commuters and visitors would gradually decrease as demand from residents grows with only a minimal amount of provision (around 7%) being ultimately retained.

The Hub operator would be expected to develop a season ticket system which prioritises existing residents without parking followed by commuters to existing businesses in Ancoats and New Islington.

The Hub should encourage a shift towards sustainable travel options and adapt to changing habits for instance as demand for cycle and electric parking grows.

25% of the parking would have an electric vehicle charging point with the aspiration to be 100%. The level of provision exceeds that at similar city centre developments. The trend/demand for electric vehicles is expected to grow annually by 29% over the next 10 years. The Hub would therefore be able to respond to this change in demand.

New public realm would extend the walk and cycling route along George Leigh Street to Ancoats Green establishing a new route to this recreational facility.

The delivery hub would provide central point for deliveries and reduce local vehicle movements. Without a centralised facility, multiple couriers would be delivering to each home which often results in parking on pavements etc.

An all electric building would be provided with renewable energy available to meet its energy demands together with green infrastructure ensure the building would be sustainable and low carbon. A digital platform would be developed to allow access to Hub facilities as well as accessing information about sustainable travel and hire of bikes.

The Mobility Hub is a unique and innovative concept to support the regeneration of the area. The Hub's role in providing the infrastructure for new residential

development to support the area's population growth should be given weight in the determination of this application. The Hub would contribute positive to the economic growth and productivity in the Poland Street Zone. This must be given some weight as set out in paragraph 80 of the NPPF and is supported by policies SP1, EC1 and EC3 of the Core Strategy. The concept of a Mobility Hub in Ancoats is also identified as a strategic priority in the City Centre Transport Strategy and NDF.

The site is suitable for a Mobility Hub due to its proximity to Great Ancoats Street and Oldham Road as well as key transport nodes and links. These connections are vital to the success of the Hub which would become a key piece of infrastructure in the city centre transport strategy as part of providing alternative means than the car and reducing traffic, congestion and air pollution whilst prioritising pedestrians, disabled people and cyclists (policies SP1, T1 and T2 of the Core Strategy).

The removal of parking from individual schemes and a coordinated approach to deliveries would create a more pedestrian and cyclist friendly area and reduce vehicle trips through the neighbourhood as set out in the Poland Street NDF. The Hub would provide a real alternative to car ownership through the cycle provision and facilities, the car club and car share facilities. The electric charging facilities would reduce the dependency on petrol/diesel vehicles. There would be 25% initially which would rise to 100% as demand grows.

There are several existing operators within the industrial unit with a large number of the units vacant. The Council currently occupy some of the space at the industrial estate but have plans to relocate as part of wider estate consolidation measures. The other remaining businesses is on a short term lease which is due to expire by the end of the year. They are currently being supported to find alternative premises as part of their relocation package.

### **Climate change, sustainability and energy efficiency**

A Sustainability Strategy and an Environmental Standards and Energy Strategy has been provided. The proposal would develop a contaminated brownfield site. Sustainability would be embedded into the design, construction and operations of the Hub to create a low carbon and low energy development.

The construction process would use good practice to: source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; minimise the impact on ecology and biodiversity and maximise social value.

The Mobility Hub would have an all-electric system, benefitting from a decarbonising grid, and its photovoltaic panels would generate energy on site and therefore minimise carbon emissions.

The Mobility Hub would allow residential developments around Poland Street to come forward with minimal parking. This would create a more pedestrian friendly environment and active street frontages. The Hub would offer alternatives to car ownership through a car club, car sharing facilities and a cycle hub. A quarter of the parking spaces would be fitted with an electric vehicle charging point as users transition from petrol and diesel to electric vehicles. The infrastructure would allow

more EVCPs as demand grows. An innovative tenure model would allow car parking spaces to be sold back to the Hub as car clubs and active travel becomes more prominent modes of travel. A delivery Hub would offer a last mile delivery of parcels to homes via an electric vehicle reducing emissions and traffic in the area.

The Strategy outlines the environmental, social and economic benefits in line with NPPF definition of sustainable development a summary of which are provided below:

### **Environmental**

- The Hub would operate off an all electric system taking advantage off a decarbonising grid including no use of fossil fuel on site;
- Enhanced fabric performance and triple glazing at the ground floor to reduce energy use;
- 97.6Mh of electricity would be generated from the 138.6kW array of photovoltaics on the roof of the building which would off set 40% of the Hub's energy usage;
- 25% of the parking spaces will initially provide EV charging points (including 7 rapid chargers) with electrical capacity and building infrastructure to all other spaces so that all parking be fitted with an EV point as demand grows;
- There would also be facilities for car club and car share;
- Water consumption minimised where possible through low-flow fixtures and fittings;
- New bird and bat boxes creating new habitats within the landscaping;
- 40% of the site is public realm including 20 new trees;
- Sustainable drainage measures to manage surface water run off.

### **Social**

- Jobs and apprenticeships created through the construction process and associated with the management of the Hub and commercial area including a strong commitment to target local employment and adoption of the Real Living Wage;
- Dedicated community space and public realm for local residents;
- Improvement security and natural surveillance at the application site;
- Adoption of the considerate construction programme.

### **Economic**

- Financial support in the local area through business taxation, local sourcing of material and employment through the construction process and when the Hub is in use (16 jobs are anticipated to be created upon first use);
- Apprenticeship programme associated with all of the applicant's projects including the Hub
- Provision of neighbourhood infrastructure which would act a catalyst for future development in the area;
- £13.4 million in GVA from indirect and induced benefits.

As the Hub is not a habitable space, it is not regulated under Part L of the Building Regulations and policy EN6 does not apply to the majority of the building (with the exception of the ground floor spaces). Notwithstanding this, the energy strategy for the Hub has been reviewed to understand its energy demands and the role of renewable energy.

The design adopts a fabric first approach which includes air tightness and high thermal performance to the ground floor areas including mechanical ventilation heat recovery (MVHR). Low energy lighting would be fitted throughout the building with systems to monitor energy usage.

Using data from similar spaces in the applicant portfolio, it has been estimated that the Hub could generate up to 19.5kWh per sqm per annum and an additional 57kWh per sqm per annum for the ground floor spaces. The predicated total annual energy use for the Hub would be approximately 240 MWh per annum.

In order to meet the energy demands of the Hub, 138.6 kWp photovoltaic panels would be installed to roof which have an estimated output of 97.6 MWh. This would significantly reduce energy consumption and carbon emissions. This system would provide surplus of energy during the summer months which would be fed directly to the electric vehicle charging points. The photovoltaic panels would contribute to 40% of the annual energy demands for the Hub as well as reducing the reliance of grid electricity for the electric car charging points.

As the number of electric vehicle charging points increases, an external compound space could be included in the development to store or install external mounted batteries.

The energy strategy provides a sound approach to minimising the developments impact on carbon usage and in line with the requirements of policies EN4 and EN6 of the Core Strategy which require measures to reduce carbon emissions in order to create low and zero carbon developments.

The provision of all electric systems, usage of low energy lighting and a fabric first approach ensures that the carbon emissions from energy usage is minimised and that ground floor areas comply with policy EN6. The photovoltaic panels would reduce energy and carbon by 40% offering an exemplar approach to reducing carbon demands. As the grid decarbonises the carbon emissions would reduce further.

The car club, car sharing and electric vehicle charging points would offer real alternatives to car ownership. A central delivery Hub and cycling provision and the community space, offers key pieces of community infrastructure. The Hub would reduce the amount of parking in individual schemes which would present more active street frontages and prioritise pedestrians and cyclists. Local jobs and apprenticeships would be created through the construction and operations of the Hub. This would create a sustainable development and allow for other developments to benefit from this approach.

In line with the requirements of policy EN8, the proposal would also to be adaptive to the requirements of climate change through the provision of sustainable drainage in

the public realm which would include 20 new trees and soft landscaping and new habitats for birds and bats. Green walls would contribute to climate resilience along with measures to minimise the use of water. The upper floor of the Hub would be naturally ventilated to allow free movement of air whilst the ground floor spaces would be mechanically ventilated to prevent overheating.

The Hub would be a low carbon and energy efficient building offering a progressive model for managing the current and future demands for car and cycle provision along with deliveries in the Poland Street Zone. Its position within Ancoats would allow residents to benefit from the enhanced pedestrian and cycle links in area currently and as part of future public realm improvements allowing enhanced links to major public transport nodes and infrastructure.

### **Visual amenity**

The design would deliver the strategic objectives outlined in the Poland Street Zone NDF in terms of its appearance and contribution to place making and comply with policies SP1, EN1 and DM1 of the Core Strategy.

The position of the Hub between the junction of George Leigh Street and Poland Street and Ancoats Green would create a new connections between Great Ancoats Street, at the western end of George Leigh Street, Cutting Room Square at the heart of Ancoats and Ancoats Green.

The Hub would provide an active frontage to Poland Street. A pedestrian stair core would be positioned along with frontage and a new area of public realm would include cycle stands and new trees/planting.

The building would be located to the north of the plot to maximise the public realm and occupy a significant part of the southern aspect of the site. Pedestrians and cyclist would be able to safely move through this space towards Ancoats Green from Poland Street and vice versa towards George Leigh Street. A new commercial unit would activate the space and become a focal point for the community.

Vehicles would enter the site from Poland Street. To the north of the vehicle entrance, would be the delivery hub entrance which would provide a one way route with the ground floor for delivery vehicles to enter unload and leave the site exiting back onto Poland Street.

Waste storage, secure cycle store and locker/shower rooms, plant room and main sorting area for the delivery hub would make up the remaining ground floor areas.



**Ground floor layout of the Mobility Hub**

Floors 1 to 7 would comprise of the main parking areas including bays for disabled people and stair cores. The roof would be fitted with photovoltaic panels.

The Hub would form a significant development in comparison with the existing low rise industrial buildings. However, the scale is in line with the emerging character for this part of the Poland Street Zone where buildings up to 8 are appropriate as noted in the Poland Street NDF.

The implications for the conservation area are considered elsewhere in this report. There would be no unduly harmful significant visual effects in this this context. The Hub would be an early development acting as a catalyst for future regeneration activity. As other developments come forward, the Hub would become part of a more established street scape.

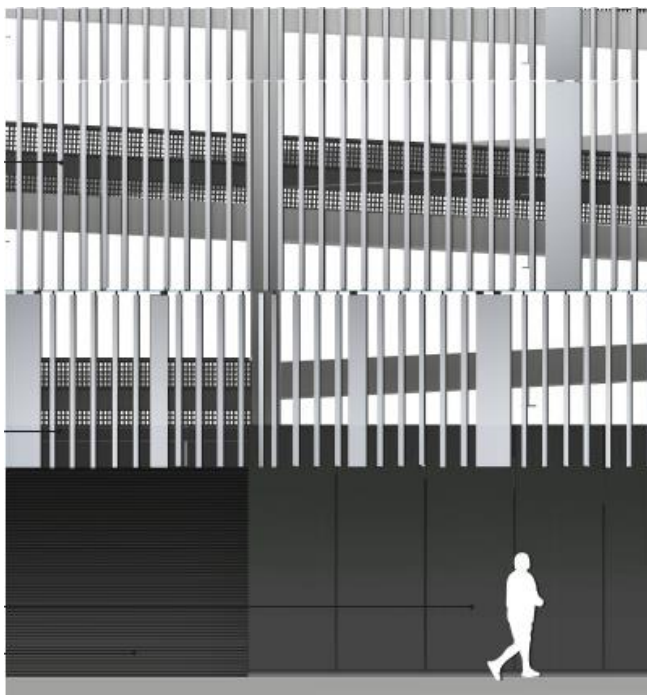
The facades would have a variety of materials. Vertical anodised fins together with metal mesh intertwined with ‘green’ panels of climbing plants provides an innovative approach. The materials aim to reduce the amount of visible internal structure and light spill.



***Details of the material palette and use on the building***

Silver anodised aluminium fins wrap the majority of the main structure, creating a contrast with the dark painted metal structure behind. Dark aluminium panels would be used at the ground floor with contrasting light metallic panels highlighting the entrance to the commercial unit along the southern side of the building.

The northern elevation would consist of trapezoidal fins which would create a pattern and graphic quality. The direction of the fins would be varied in combination with occasional fins placed parallel or flat to the elevation to establish the pattern.



***Image of the northern elevation with the trapezoidal fins***



The upper sections of the southern side would be treated differently to the other facades with pre-grown planting within metal mesh screens which would be positioned between the fins.



***Image of the southern elevation of the building showing composition of the entrance, darker panels, fins and living green panels***



**Southern elevation from the new public realm showing ground floor entrances, green panels and glazing to the stair core**

The stair cores at either end of the building would have a living green wall and a large amount of glazing to provide interest and natural surveillance within the cores.



All vehicle entrances (on the north and west elevations) will be concealed by dark perforated roller shutter doors, sitting alongside the proposed dark grey panels at ground level.



**Facdes of the building**



### ***Façade of the building facing Ancoats Green***

The use of anodised aluminium fin around the building provides a coherent design and visual interest whilst allowing the spaces within the building to be naturally ventilated. Living green walls, panels and the fins, break up the massing of the building and soften its appearance whilst also offering biodiversity improvements.

The lighting strategy would complement the design and create activity and natural surveillance. It would enhance this emerging area through design and placemaking. It would help to create a safe and attractive place and address Ancoats Green.

Conditions would be used to ensure that the materials, landscaping and green screens are acceptable to ensure the architecture and setting of the Hub is delivered to the required standard.

### **Impact on the historic environment**

The site is in the Ancoats Conservation Area. There are no immediately adjacent listed building but there are views where the development would be seen with listed building. Significant development is anticipated in the area and at this site as part of the ongoing regeneration at Poland Street.

The applicant has provided a heritage statement and a detailed design and access statement which examines the impact and contribution of the proposal on the conservation area and on important views and on the setting of Listed Buildings.

The significance of the conservation area is derived from the former cotton spinning mills which are principally located adjacent to the Rochdale Canal and the nearby

housing. Lower rise commercial and residential buildings are found in and around the larger buildings. This relationship of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

The urban grain around the site and this part of the conservation area, generally consists of low quality surface level car parking and low rise industrial buildings. There are modern residential buildings but the area is highly fragmented. Whilst the grid network of roads remains, the area lacks the quality of buildings and listed assets found elsewhere in the conservation area. The modern industrial buildings have no architectural merit and would be demolished. Their removal present an opportunity to enhance the character, appearance and significance of the conservation area.

The current buildings and site have a neutral impact on the conservation area. The loss of the buildings would remove low quality built form and allow the development of a key regeneration site.

The east west view along George Leigh Street is important. The north/south view along Poland Street is less significant in terms of the conservation area.

The impact on the significance of the conservation area, would be a low level of harm to the setting and significance of the conservation area. There would be some heritage benefits, principally derived from the removal of this low quality site from the conservation area and enhanced place making in the form of the public realm to Ancoats Green and improvements to the safety of the local environment.

The view west east along George Leigh Street is the principal key view of the site due to its location at the end of one of the principal routes through the conservation area. Entering George Leigh Street from Great Ancoats Street, the Grade II\* Express Building is evident. The view towards Poland Street along George Leigh Street contains a mixture of historic and contemporary buildings in the form of terraces around Anita Street and Grade II Victoria Square. More modern developments are evident such as Smith's Yard and the Warehaus development (which includes a non designated heritage asset).

The long views along George Leigh Street are enclosed by a mixture of buildings, types and styles. Beyond Radium Street, the character of the conservation area diminishes. There is a lack of a termination point at the end of George Leigh Street to this part of the conservation area although the strong grid pattern remains evident.



***Existing view point of the junction of George Leigh Street and Poland Street looking towards the application site***

The Hub would provide a termination point at the end of George Leigh Street and offer a contemporary addition to the conservation area that does not harm the heritage asset and its significance. This scale and mass of this major new development sits comfortably in the view.



***Proposed view point of the junction of George Leigh Street and Poland Street looking towards the application site***

The view north/south along Poland Street is useful in assessing heritage benefits. The hub and the applicants other planning application for Eliza Yard, would help re-establish built form along Poland Street and enhance the conservation area.



***View along Poland Street (existing and proposed) including the Eliza Yard development***

This would be a major development in the Conservation Area. The scale of the change is moderate but the scale of the development makes a recognisable change. This amounts to less than substantial harm, as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area.

Paragraph 193 of the NPPF states that it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be).

Historic England have no objection and acknowledge that the current condition of the site makes a limited contribution to the character and appearance of the conservation area. They believe that a new development could enhance this part of the conservation area and do not raise concerns with the principle of a larger building. They believe that the proposal would be visually distinct and would not naturally tie into the form, design and material palette of the conservation area which they believe are significant to defining its character and appearance. This would cause minor harm to the heritage asset and have advised that consideration should be given as to whether the public benefits outweighs this harm.

The Mobility Hub would be a large and significant building. The character of the conservation area is in part defined by its variation in scale of buildings, but the design and materiality of the Hub would be different. The Poland Street NDF anticipates development of this scale but this would cause some harm.

The Hub would not be at back of pavement and would not reinforce the back of pavement line of the conservation area and would not re-enforce the sense of enclosure elsewhere. However, improving the street scene along Poland Street, providing a focal point on George Leigh Street and enhanced connections through to Ancoats Green would deliver heritage benefits. The Hub allows for more sensitive regeneration in Poland Street by minimising the levels of car parking and creating more pedestrian friendly streets and active frontages. These matters are considered in further detail below.

The proposal would result in a low level of less than substantial harm as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 196 of the NPPF, it is now necessary to consider whether the public benefits required exist which outweighs any this harm. These public benefits will be considered in detail below.

### **Assessment of Heritage Impact**

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would bring an innovative piece of infrastructure to support the regeneration of the area. Ancoats is identified in the City Centre Transport Strategy as the preferred location for a Mobility Hub concept.

The development would represent a £17 million investment in the area together with the creation of 150 full time equivalent direct jobs during construction and 227 full time equivalent indirect or induced jobs within the supply chain. There would also be 20 jobs full time equivalent created when the Hub becomes operational through the management and operations of the building and the commercial unit. These social and economic benefits would be secured through a local labour agreement to prioritise local residents. The applicant is exploring how apprenticeships can benefit this scheme, and others, which are being brought forward by the applicant and their strategic partners.

The redevelopment would act as a catalyst for future development by providing parking and sustainable travel options needed for other sites to come forward for residential purposes.

It would be a distinctive piece of architecture together and improve the public realm. The anodised fins and living green walls would create a contemporary building. This would contrast with the older building and more traditional materials.

40% of the site would be public realm establishing a pedestrian and cycle route through to Ancoats Green. This provides a physical link from Great Ancoats Street through to the Miles Platting connecting existing communities and providing an

attractive and safe route with enhanced natural surveillance. The route would be fully accessible. 20 trees and planting, along with green living walls would provide habitats and improve biodiversity at the site. The commercial unit would provide a social hub for the local community with outdoor seating with the public realm.

The Hub would provide a range of transport options including car club and car share, 150 cycle spaces and a new cycle Hub and 25% electric vehicle charging points on first use (including 7 rapid charging points). This exceeds or is similar to comparable facilities in the city centre. The remaining parking spaces would be fitted with the infrastructure for a charging point at a later date when demand requires it. The delivery Hub provides an innovative way to manage parcel deliveries throughout the new residential neighbourhood by consolidating deliveries and reducing vehicle trips.

Carbon emissions would be minimised by being all electric and benefit from a decarbonising grid. The development would meet a significant amount of its energy demands from the photovoltaic panels to the roof area.

Whilst there would be some heritage impacts, these would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF

### **Impact on Archaeology**

An archaeology assessment demonstrates there is below ground archaeological interest relating to the mid-19th-century cellar dwellings, which would merit further investigation in advance of development. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

### **Impact on Trees**

There are 9 individual trees at the application site and 4 tree groups. These trees have been subject to an arboricultural assessment and are classified as follows:

- Category B (Moderate Value) – 5 individual trees and 1 tree group;
- Category C (Low Value) – 4 individual trees and 2 tree groups.

The proposal would result in the removal the following trees from the application site as follows:

- Category B (moderate quality) – 2 individual trees;



- Category C (low quality) – 4 individual trees and 2 tree groups and on partial tree group removal.

Policy EN9 states that new developments should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The removal of the trees is required to comprehensively develop the site. It could not take place if the trees were incorporated into the scheme.

As the trees are within the conservation area, this application includes a notice of intent by the applicant to remove the trees. Whilst the loss of the trees would remove soft landscaping, their overall value to the setting and visual amenity of the conservation area is considered to be neutral. Whilst some are visible from the road network, they are a combination of young or self seeded trees. The redevelopment and the significant regeneration benefits outweighs any loss of trees from the site.

In order to satisfy policy EN9, soft landscaping and trees are proposed. 20 trees would be planted in the public realm. This would adequately compensate for the loss of trees in both quantitative and qualitative terms. This would also offer biodiversity improvements providing new habitats for wildlife and an enhanced setting to the Hub.

### **Impact on Ecology**

An ecological appraisal assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats. No evidence of bat activity was found at the site. The demolition of the buildings and vegetation removal would likely lead to some disruption of bird habitats. Greater Manchester Ecology Unit advise that to minimise the impact on breeding birds, demolition of the buildings and vegetation should avoid bird nesting season (March – August). An informative of the approval should include advise in the event bats are found during the course of the demolition works.

### **Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment**

The site occupies a key position opposite the junction of George Leigh Street and Poland Street, adjacent to Ancoats Green. The redevelopment provides an opportunity to connect the wider public realm and streets to Ancoats Green. The proposal provides a significant area of public realm, known as The Yard, to the southern side of the building integrating pedestrians and cyclists allowing a connection for the first time through to Ancoats Green. An external seating area for the commercial unit would be created in this space.

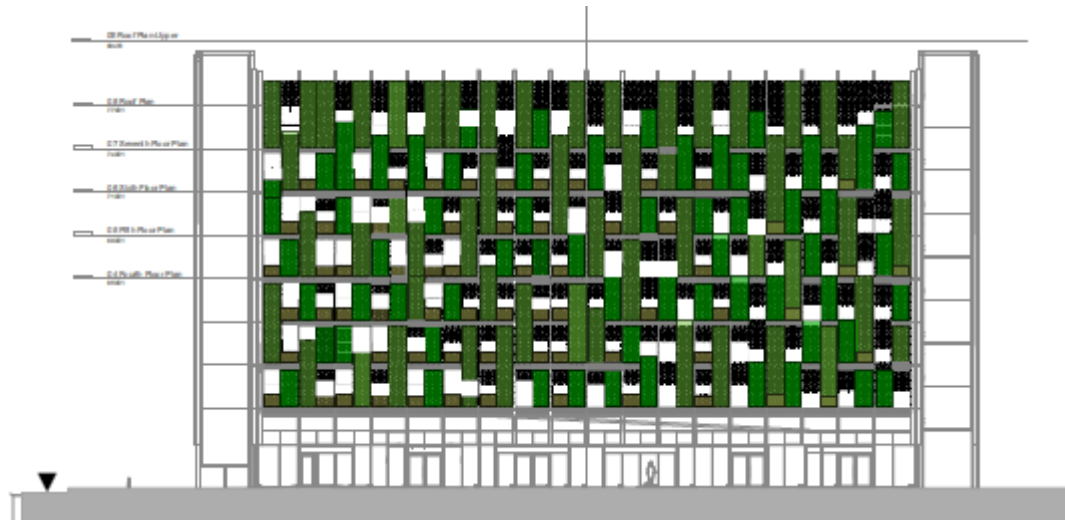


***Layout of the public realm showing the connection from Poland Street through to Ancoats Green***

20 trees would be planted from 6 different species which would contribute to biodiversity and mitigate against the trees lost. The trees would be positioned to define different spaces so pedestrians and cyclist can use the space safely as well as creating spaces for sitting and relaxing. Materials for the hard landscaping and street furniture would also provide visual contrasts.

Planting would improve biodiversity and manage surface waters. A series of low level and column lighting would complement the public realm and ensure that the space is safe at all times.

The southern elevation of the Mobility Hub would consist of pre-grown 'green' panels consisting of climbing plants which would mature over the façade. The pre-grown panels would provide an instant effect to building and the mix of species would contribute to biodiversity.



***Southern elevation showing the 'green' panels***



***Image of the public realm, southern side of the building interface with Ancoats Green***

**Effect of the development on the local environment and existing residents**

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a

window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- 2 Poland Street located to the north west of the application site; and
- Pop Works building located to the north of the application site.

Consideration has also been given to potential overshadowing to Ancoats Green.



***Location plan showing the position of the Mobility Hub in relation to 2 Poland Street, Pop Works and Ancoats Green***

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

### 2 Poland Street

The assessment highlights that with this development in place, the property would fully accord with the BRE target criteria for VSC and NSL daylight, and APSH sunlight.

### Pop Works

With the proposal in place, all rooms assessed would fully accord with the BRE criteria for NSL daylight and APSH sunlight.

Three rooms, located on the first, second and third floors, would not meet the BRE criteria for VSC daylight. All of the affected rooms are reduced by between 20-30%, which is marginally short of the BRE target reduction of 20%, and therefore considered minor. These rooms are bedroom which have a lesser requirement for daylight than principal habitable rooms such as living rooms and kitchens.

The windows are small relative to the size of the rooms they serve, and are recessed and located beneath balconies which makes it difficult for daylight to reach them. The baseline levels to these rooms are low, and none of the three bedrooms meet the VSC criteria at present. The BRE states that a reduction of 0.8 times would not be noticed by an occupant. This means that a room receiving the target of 27% VSC could be reduced by 5.4% VSC and meet the target. However, given the low baseline levels, the bedrooms are reduced by 2.9% VSC, 2.5% VSC and 2.0% VSC but fail to meet the criteria. All living rooms and kitchens meet the VSC target criteria with the proposed development in place.

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is considered to be acceptable and there would be no unduly harmful impacts which on the residential amenity of this property which would warrant refusal.

The assessment has considered whether there would be any overbearing impacts Ancoats Green which lies immediately west of the application site.

The method for assessing overshadowing is the 'sun-on-ground indicator' (SHOG). The assessment applies to both new and existing gardens/amenity areas, which are affected by new developments. The BRE Guidelines suggest that the Spring Equinox (21st March) is a suitable date for the assessment. Using specialist software, the path of the sun is tracked to determine where the sun would reach the ground and where it would not.

The BRE Guidelines recommend that at least half of a garden or amenity area should receive at least 2 hours of sunlight on March 21st or the area which receives 2 hours of direct sunlight should not be reduced to less than 0.8 times its former value (i.e. there should be no more than a 20% reduction).

The assessment indicates that Ancoats Green would receive at least 2 hours of sunlight to 100% of its area, on the 21<sup>st</sup> March, with the development in place. As such, the assessment concludes that Ancoats Green would continue to receive sunlight to well in excess of the BRE overshadowing targets. This is also reflected in the assessment for the summer months.

#### (b) TV reception

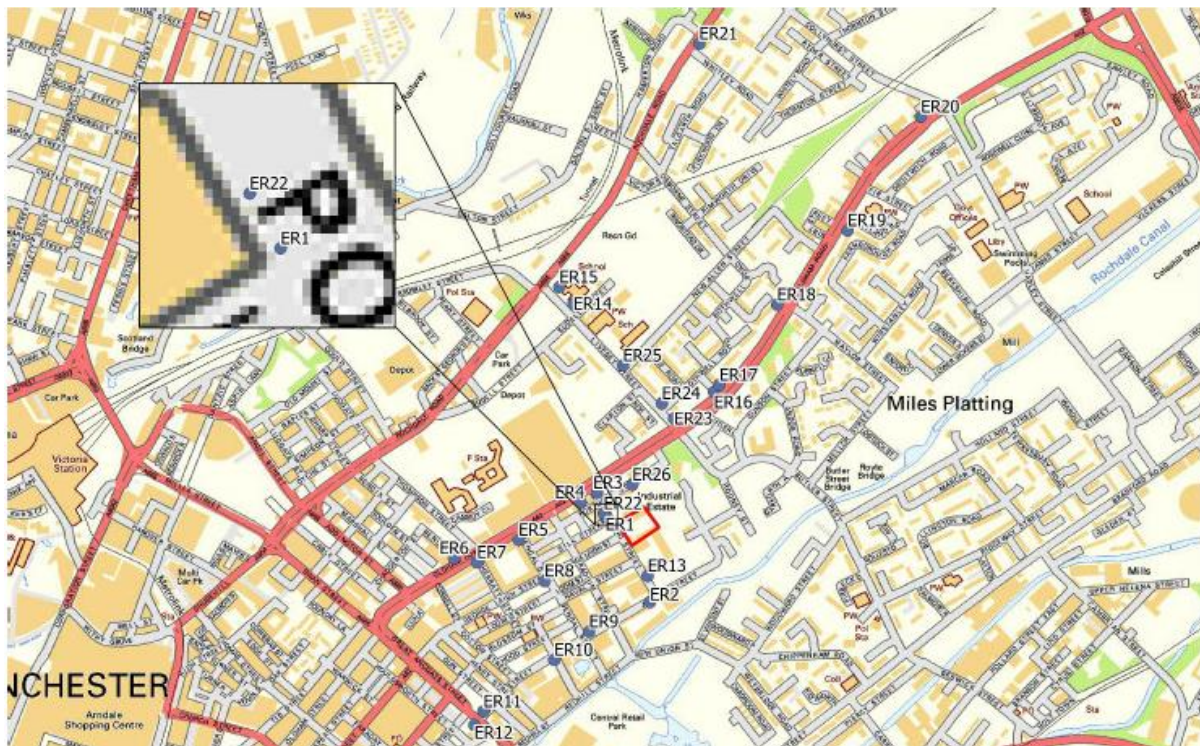
A TV reception survey does not anticipate impact on digital television services or digital satellite television services. A condition would require of a post completion survey to verify that this is the case and that no additional mitigation is required.

### c) Air quality

The site is not in the Greater Manchester Air Quality Management Air (AQMA) but is 40 metres to the south of the AQMA, on Oldham Road, where there are exceedances of annual mean Nitrogen Dioxide. The nearest monitoring location approximately 580 metres south along Great Ancoats Street, exceeds the annual mean for Nitrogen Dioxide. However, the background concentrations at the site are expected to be below this when the Hub is operational.

The site is occupied by industrial units with a 20 space car park. An air quality report acknowledges that there are likely to be air quality impacts from the demolition and construction works/traffic. Consideration has also be given to the operational effects particularly any unduly harmful impacts on local air quality conditions.

26 human receptors have been identified for the purposes of considering changes in air quality, both during construction and when the Hub comes into use. These human receptors include homes, businesses/commercial uses, community uses, a number of primary schools (Abott Primary School and St Patrick Primary School) and recreational areas (Ancoats Green and Brain Hughes Close Playground). These uses are adjacent to roads that are likely to experience an increase in traffic flows during construction and when the Hub is in use, some of which are in the AQMA.



### **26 human receptors identified as part of the air quality report**

The main contributors to air quality conditions are likely to be during construction and people are likely to experience the impacts of this. There would be emissions from construction traffic, which would enter the site from Poland Street, via a variety of routes, including routes within the AQMA. There would be dust from demolition, earthworks and construction process. This would generate Nitrogen Dioxide and fine

particulate matter (PM10 and PM2.5concentrates) from emissions and machinery. The air quality report does not, however, anticipate that the volume of construction traffic to be high when compared with existing traffic flows.

There could be temporary air quality impacts on human health during construction particularly from fugitive dust emissions. These are considered to be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured as part of the construction management plan condition.

When the hub is brought into use, the air quality is likely to be affected by increases in pollutant concentrations from exhaust emissions. This would generate Nitrogen Dioxide and fine particulate matter (PM10 and PM2.5concentrates).

As the Hub transitions from predominately visitors/commuters to local residents the impacts from traffic generation would differ. The air quality report considers four scenarios associated with these differing impacts as follows:

**Scenario 1A** - The majority of trips for this scenario are commuters and deliveries with trips from new residents being low. This is considered to be the worst case scenario based on routing of vehicles along Livesey Street.

**Scenario 1B** - The majority of trips for this scenario are for commuters and deliveries with trips from new residents being low. This is considered a more realistic scenario that 1A with a more distribution of traffic across the road network.

**Scenario 2A** – The majority of the trips for this scenario are new residents with trips from commuters and deliveries being low. The vehicles trips for this scenario are routed along Livesey Street representing a worst-case distribution.

**Scenario 2B** – The majority of the for this scenario are new residents with trips by commuters and deliveries being low. The vehicles trips for this scenario are distributed across the road network providing a more realistic scenario.

For all scenarios, the report assumes a trip rate of 8.4 trips per space for every single day of the year. This is a worst-case trip generation, and the assessment concludes that this is unlikely to be realistic particularly when the Hub is predominately occupied by residents. The purpose of doing this is to understand the very worst-case impacts as it transitions between its various usages.

The potential impacts from increased vehicle trips compared with the existing use on people have been identified using detailed dispersion modelling. This shows that the impact ranges from 'moderate adverse' to 'negligible' in accordance with the relevant guidance (EPUK and IAQM). Mitigation measures are required to offset the adverse impacts from the operational phase of the Hub in relation to annual mean Nitrogen Dioxide concentrations only.

Scenarios 1A and 2A are not realistic given it is unlikely that 100% of the traffic would travel north towards Rochdale Road along Livesey Street. Nevertheless, for completeness both these scenarios demonstrated that there would a negligible

impact on people from PM10 and PM2.5concentrates. There would be an impact on two receptors for Nitrogen Dioxide where moderate adverse impacts would arise (these same impacts do not, however, appear in the more realistic scenarios of 1B and 2B). There would be 4 receptors where a slight adverse impact would arise. One of these receptors was the Abott Community Primary School.

In the more realistic scenarios of 1B and 2B, there would only be a negligible impact on all receptors from PM10 and PM2.5concentrates. There would no longer any moderate impacts from Nitrogen Dioxide concentrations in these scenarios but there are 5 instances where a slight adverse impact is predicted. However, there would be no likely exceedance of 1 hour mean Air Quality Objective (AQO) which means that site would be suitable for the development without mitigation.

The applicant has however incorporated mitigation measures including 25% electric vehicle charging point and the infrastructure to allow all remaining spaces to be retrofitted. The overall intention is that 100% of the scheme be fitted with an electric charging point. 20 spaces would be allocated for car share club. There would also be 150 cycle spaces including bikes for hire. The last mile deliveries to the Poland Street Zone would be done by an electric bike.

The Hub's energy demands would be met by an all-electric system with electric panel heaters for space heating and electric immersion heaters for domestic water. No combustion systems would ensure zero emissions from the buildings energy usages.

Traffic calming measures would be introduced along Poland Street which would reduce vehicle speeds along this road and at the entrance to the site.

A travel plan would support users of the Hub to access other forms of public transport, walking and cycling routes to travel around the city centre once they accessed facilities within the hub.

Environmental Health concur with the conclusions and recommendations within the air quality report and support the mitigation measures proposed which should be secured by planning condition.

A planning condition should ensure the agreement of a construction management plan. This should agree a strategy for dust suppression along with a logistics plan to allow consideration of an appropriate routing strategy for construction traffic to minimise impacts on the local highway. Measures should include minimising the number of vehicles at the site at any time and measures to prevent vehicles engines and machinery from being idle.

When the development becomes operational vehicle trips would increase. Whilst the worst case scenario has been tested, the more realistic scenarios of 1B and 2B show that when traffic is distributed across the highway network, the overall impacts would not be unduly harmful to warrant refusal.

It is noted that in the worst case scenario there is a slight adverse impact on a local primary school along Livesey Street (Abott Community Primary School). It should be



noted that this only occurs in scenarios 1A and 2A with the magnitude of the overall effect not being significant in line with relevant air quality guidance.

New Islington Free School, on Redhill Street, was not included as one of the 26 receptors in the air quality report. Air quality guidance, in the form of the IQMA, sets out that only roads within an AQMA where traffic flows increase beyond a set criteria require further assessment. This criteria was not exceeded on the nearest roads to New Islington Free School and were therefore not included in the air quality assessment. However, the nearest road to New Islington Free School, Great Ancoats Street, was included in the air quality assessment and two receptors were identified along this route. These receptors are considered to be more worst case assessment of the impacts from the proposal than any receptors would model at New Islington Free School.

Pollutant concentrations decrease rapidly as distance from the road increases, particularly oxides of nitrogen. The air quality report notes that the impact of the development on the receptors along Great Ancoats Street was negligible in all scenarios modelled. As these impacts can be considered to be worst case, it can be assumed that the impacts on New Islington Free School would be negligible.

When nearby residential developments are realised, the number of vehicles would be reduced as individual developments would require less parking. This would enable pedestrians and cyclists to be prioritised and active frontages to be created. A coordinated approach to deliveries, including last mile deliveries being undertaken by e-bike, would further reduce traffic in the area.

The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no unduly harmful impacts on existing air quality conditions as a result of the development which would warrant refusal of the proposal, subject to mitigation measures.

#### d) Lighting

Internal lighting would create a safe environment for its users. Automatic control would ensure that the lighting is only be provided as required to reduce energy consumption. The lighting in the parking areas would remain on at a pre-determine low output, for example 10%, when sufficient daylight is not available. This will ensure that the parking areas are never in complete darkness, whilst minimising light pollution and running costs.

The south elevation provides the main interface with the new area of public realm. The living green wall required a simple and complementary lighting solution. Linear luminaires with wall wash optics would be installed on each planter.



### ***Lighting system for the proposed building***

Lighting controls would allow the feature lighting to be programmed and triggered by specific events allowing for interesting displays.

All primary entrances to the building would have lighting in the interest of safety.

### **Noise and disturbance**

A noise assessment identifies that the surrounding area is characterised by residential and commercial buildings which are likely to be sensitive to changes in noise during the construction and when the Hub becomes operational.

The main sources of noise would be from construction activities and associated traffic during the construction phase and operational impacts from building services plant and operations from the commercial unit together with comings and goings from the Hub through traffic (deliveries and vehicles).

The noise impacts during construction would be acceptable provided that strict operating and delivery hours are adhered, the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents and businesses.

When the Hub becomes operational, the assessment advises that there would be no unduly harmful impacts on surrounding residents, business or users of the adjacent Ancoats Green. The effects of deliveries to the Hub are minimised through the vehicles entering and unloading in a covered area. This route is also circular, so vehicles would not need to reverse. The last mile deliveries from the Hub would be by electric vehicles which would minimise noise. Traffic noise from cars driving within

the car park is not expected to be significant and would not be materially different from the existing open car park.

The plant to the Hub has not yet been specified but suitable mitigation can be put in place to ensure that it has no unduly harmful impacts.

Environmental Health concur with the findings. Further details are required once the plant specification has been selected together with the final specification of the delivery section of the Hub to ensure no noise outbreak. The commercial accommodation also requires the final specification to be agreed.

Provided that construction activities are carefully controlled and the plant equipment and acoustic of the delivery area and commercial unit are appropriately insulated to prevent noise outbreak, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

### **Waste management**

The commercial unit would generate waste and recycling of around 8,400 litres per week. There would be a small amount of waste management required from the general usage at the Hub. A waste management strategy has been prepared in line with City Council guidance. The following amount of waste storage would be required for this use: General/organic – 4 x 1100 litre bins; Paper/card – 2 x 1100 litre bins; and, Plastic/metal/glass – 2 x 1100 litre bins.

The refuse store would be on the ground floor of the Hub. On collection day, the bins would be moved to the kerb on Poland Street and promptly moved back to the bin store. The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

### **Accessibility**

The Mobility Hub would be inclusively designed to ensure it is a fully accessible environment in line with relevant Regulations and policy DM1. Pedestrian entrances would be step free. There would be lift access in the two cores providing access to all levels of the Hub with refuge spaces within the stair cores. A complaint disabled toilet would be located at the ground level cycle Hub.

There would be 24 spaces (6%) for disabled people distributed across the floor levels. These would be positioned closest to the primary stair/lift core on flat surfaces. The headroom to these parking bays would be in excess of 2.6 metres.

At the vehicular entrance to the Hub, the ticket equipment would be capable of being used without the driver leaving their vehicle.

Lighting and security measures would ensure that users of the Hub and areas of public realm around the site are safe and secure at all times of the day. Increased natural surveillance, particularly to Ancoats Green, would make the area feel safe which would only increase as new developments in the area are occupied.

## Highways and transport considerations

A Transport Assessment notes the city centre location and proximity to a range of multi-modal public transport connections together with walking and cycling routes. The footpaths around the site provide access to local services, amenities and recreational facilities. The canal towpath and bridges provides connections to public transport at New Islington (950 metres) and Holt Town Metrolink (1.2km) stops.

There are cycle routes in the area which would also be completed by future improvements in cycle infrastructure as part of the Bee Network improving the connectivity of Ancoats. The site is close to Piccadilly and Victoria train stations with bus stops and the Shudehill Interchange nearby.

The impact of the proposal on the capacity of a series of junctions has been assessed where the percentage impact was greater than 5% at that junction. The impacts on the majority of the junctions would be negligible but the Rochdale Road/Livesey Street junction would worsen and without mitigation could become saturated with traffic and mitigation is required. These measures would be secured by planning condition alongside traffic calming measures in the form of a coloured raised table near the entrance to the site to slow vehicle speeds as well as Traffic Regulation order along Poland Street to prevent on street parking in the vicinity of the site in the interest of safe access to the Hub.

The effects of not providing the Hub would result in trips throughout Ancoats undermining the desire to prioritise pedestrian and cyclist. This was further exacerbated by the effects of uncoordinated delivery vans. The assessment concluded that the Hub provided a betterment in terms of traffic management and Highway Services concur.

The proposal complies with policies SP1, T1 and T2 of the Core Strategy and paragraphs 102-111 of the NPPF. The Hub would become a new and innovative component in the City's transport infrastructure. Ancoats is identified with the City Centre Transport Strategy as a suitable location for a Mobility Hub. The proposals position in the heart of the Poland Street Zone would enable the Hub and its users to take advantage of the proximity of other transport infrastructure, walking and cycling routes for making linked trips around the city centre and beyond.

The provision of 25% electric vehicle charging, car club and car share provision along with 150 cycle spaces and space for e-bikes as part of the TfGM initiative, offers a unique product to Ancoats providing an alternative to car ownership as well as supporting the modal shift away for petrol/diesel vehicles. The level of provision is comparable or better than other similar facilities in the Regional Centre and would allow residents and commuters the opportunity to continue their journey on other sustainable modes.

Travel planning would maximise the Hub's potential and support its evolution to 100% electric provision as demand rises. Provision of TROs along Poland Street would complement emerging public realm and traffic management measures in the Poland Street Zone.

Digitally enabled infrastructure to enable access to the Hub's facilities via an app would enable residents and commuters to be informed of other sustainable transport options, including public transport, within the local area. The applicant has also been working alongside TfGM to determine if the Hub can be digitally integrated into Greater Manchester wider transport infrastructure network.

### **Flood Risk/surface drainage**

The site is located in flood zone 1 '*low probability of flooding*' and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in rate of surface water run off and/or volume from development which may exasperate local flooding. Policy EN14 requires development to minimise the impact on surface water run off in a critical drainage area.

A drainage scheme provides an outline of measures to manage the effects of surface water. SuDS features have been incorporated into the paving and soft landscaping.

Further details are required to complete the drainage strategy to satisfy the provision of policy EN14 which should form part of the conditions of the planning approval.

### **Designing out crime**

The CIS recognises that the development would bring vitality to the site and would present a more active frontages to improve natural surveillance. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

### **Ground conditions**

The site is contaminated from previous uses and would require remediation prior to any redevelopment works. Environmental Health agree that the further investigations are required together with the preparation of a final remediation strategy. The ground conditions are not complex so as to prevent the redevelopment of the site provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

### **Demolition and Construction management**

The work would take place close to homes and businesses and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on roads.

Construction vehicles are likely to use Oldham Road and Great Ancoats Street which should minimise disruption on the local network. Consideration would need to be given to any cumulative impacts with the Eliza Yard development if the two

developments are brought forward at the site time. The applicant is committed to communicating with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents, businesses and the highway network.

### **Local and public opinion**

Comments have been received which both support and object to the proposal

The comments in support of the proposal remark on the ambitious nature of the proposal in terms of its ability to integrate itself into the city centre transport network and infrastructure and the inclusion in the proposal of measures to offer alternatives to car ownership, cycle provision as well as the inclusion of electric car charging provision and coordinated delivery arrangements.

Comments which object to the proposal express concern that the proposal is no in line with climate change ambitions and efforts of reduce car journeys in the city centre and impacts on air quality. There are also concerns that the proposal would not be suitability integrated into the city centre walking, cycle and public transport network. Localised impacts on crime, traffic, daylight, noise and air pollution have also been raised on residents and local businesses as well as users of Ancoats Green which is used by children.

The issues raised have been comprehensively considered in this report. The Hub represents a £17 million investment in the Poland Street Zone. It would provide the infrastructure required to support the housing and population growth in the area in a sustainable way. The location in the city centre is suitable and is well connected to walking, cycle and public transport infrastructure. Whilst the Hub would be used for commuters and visitors to the area in the short term, the overall ambition is that the hub would preclude individual schemes from having to accommodate on site car parking provision, which would create pedestrian friendly and active streets. This would have the overall effect of reducing traffic through the area as well as coordinated deliveries. The provision of cycle, car and car club provision, provides real alternatives to owning a car. There is also significant commitment to electric vehicle charging infrastructure which exceeds levels found in similar city centre developments. This would support the modal shift from petrol and diesel cars.

Whilst it is noted that there is localised concern from residents and businesses, there would be no unduly harmful impacts that would warrant refusal of this planning application. Traffic levels would operate within acceptable limits and where there is localised issues, this can be suitably mitigated to minimise and harmful effects. The effects on air quality are considered in this report in detail. A variety of scenarios have been considered on all sensitives receptors in the area (including residential, commercial, schools and recreational areas). The overall magnitude of the effects is

not considered to be harmful and due regard has been given to all user groups. Mitigation is included in the scheme in the form of electric car charging provision and use of an all electric system. The Hub would be designed to be future proofed to benefit from increase electric car charging provision and greater use of renewable technology.

The impacts of construction would be carefully managed to ensure that there would be no unacceptable impacts on residents and local businesses. This would include a coordinated approach should the Eliza Yard development be progressed at the site time. The applicant is committed to a robust communication strategy with user groups in the area.

The regeneration effects of this development are significant and should be given significant weight in the determination of this planning application. Where harm arises this can be suitably mitigated to ensure that there would be no unduly harmful effects on the local area and everybody who lives, works and visits the area.

## **Conclusion**

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Poland Street Zone NDF specifically identifies the site for a development of up to 8 storeys. Ancoats has been selected as a preferred location for a Mobility Hub in the City Centre Transport Strategy to supply the infrastructure required to support growing population which is expected to significantly increase as a result of residential developments in the area.

The Mobility Hub is an innovative concept to manage and support sustainable travel and car parking demands from local residents. 150 space secure cycle hub, centralised delivery hub together with car club/car hire facilities provide sustainable travel options. Vehicle trips in the area would be minimised as individual developments would not require parking. Centralising delivery reduces delivery vehicles from dominating the road network. This coordinated approach would create a more pedestrian and cycle friendly network of streets around Poland Street.

The Hub would be fitted with 25% electric vehicle charging points. All spaces would have the required infrastructure to enable them to be adapted in the future as demand for grows with the aspiration that all spaces would have electric capacity.

This Hub is wholly consistent with strategic planning policies and the long term regeneration objectives for the area as outlined within the Manchester Core Strategy (policies SP1, EC3, T1, T2 and EN8) and significant weight should be given to this (paragraph 80 of the NPPF).

Users of the Hub would be supported by travel planning measures to ensure the Hub is integrated into the wider city centre transport infrastructure in order to ensure

linked trips are made by walking, cycling and use of public transport (paragraphs 103, 105 and 111 of the NPPF).

The design would be low carbon meeting a high proportion of its energy demands through on site renewable energy (paragraph 131 of the NPPF).

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, schools and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The Hub and its facilities are also fully accessible to all user groups.

The development would generate a minimal amount of waste which can be managed and recycled in line with the waste hierarchy. Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the historic environment with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

**Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation**      Approve

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning



application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the justification for the Hub, siting/layout, scale, design and appearance of the development along with noise, traffic and air quality impacts. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Condition(s) to be attached to decision for approval**

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

#### Drawings

9032-BA-XX-00-DR-A-(01)000, 9032-BA-XX-00-DR-A-(04)000 9032-BA-XX-00-DR-A-(01)001, 9032-BA-XX-00-DR-A-(01)002, 9032-BA-XX-00-DR-A-(04)010, 9032-BA-XX-00-DR-A-(04)000, 9032-BA-XX-00-DR-A-(04)001, 9032-BA-XX-00-DR-A-(04)002, 9032-BA-XX-00-DR-A-(04)003, 9032-BA-XX-00-DR-A-(04)004, 9032-BA-XX-00-DR-A-(04)005, 9032-BA-XX-00-DR-A-(04)006, 9032-BA-XX-00-DR-A-(04)007, 9032-BA-XX-00-DR-A-(04)008, 9032-BA-XX-00-DR-A-(04)009, 9032-BA-XX-00-DR-A-(05)001, 9032-BA-XX-00-DR-A-(05)002, 9032-BA-XX-00-DR-A-(05)003, 9032-BA-XX-00-DR-A-(05)004, 9032-BA-XX-00-DR-A-(05)005, 9032-BA-XX-00-DR-A-(05)010, 9032-BA-XX-00-DR-A-(05)011, 9032-BA-XX-00-DR-A-(05)012, 9032-BA-XX-00-DR-A-(06)002, 9032-BA-XX-00-DR-A-(06)003 and 9032-BA-XX-00-DR-A-(09)001 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021

#### Supporting information

Design and Access Statement prepared by Buttress Architects, including a schedule of accommodation and input from Planit on landscaping; Heritage Statement prepared by Buttress Architects; Archaeological Desk Based Assessment prepared by Salford Archaeology; Flood Risk and Drainage Strategy prepared by Hill Cannon; Environmental Standards and Energy Statement prepared by Buro Happold; Planning Statement (including Green & Blue Infrastructure) prepared by Deloitte Real Estate; Statement of Consultation prepared by Deloitte Real Estate; Noise Assessment prepared by Sandy Brown; Air Quality Report prepared by Hoare Lea; Phase 1 Site Investigation Report prepared by E3P; Ecological Assessment prepared by Tyler Grange; Arboricultural Impact Assessment prepared by Tyler Grange; Transport Assessment prepared by Hydrock; Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects; Framework Construction Management Plan prepared by Manchester Life Strategic Development Company; Local Benefit Strategy: Statement of Intent prepared by Manchester Life Strategic Development Company; Crime Impact Statement prepared

by Greater Manchester Police; Ventilation Strategy prepared by Buro Happold; Daylight/Sunlight Assessment prepared by GIA; TV Reception Survey prepared by PagerPower; and, Operational and Car Parking Management Statement prepared by Manchester Life Strategic Development Company; Health Impact Statement prepared by Buro Happold; Strategic Case for the Hub prepared by Hillbreak; Technical Case for the Hub prepared by Deloitte; and, Sustainability Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No demolition or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the clearance including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

4) a) The development shall not commence (other than site clearance and demolition) until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships  
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal  
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) No demolition or development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted for approval in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
  - archaeological evaluation trenching;
  - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
  - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

6) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by Hill Cannon stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, (a) the development shall not commence until a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing site boundary and all proposed components, levels, inlets, discharge points and connectivity.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. Appraisal shall be presented.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area, which shall be no greater than 5 l/s;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Progression through drainage hierarchy shall be evidence-based: feasibility of infiltration discharge to be appraised. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- Details of the proposed interceptor shall be given.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) The development shall not commence until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Dilapidation survey;
- o Consultation with local residents/businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Methods to deal with the possible presence of badgers;
- o Parking of construction vehicles and staff; and

- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

9) a) Notwithstanding the Phase 1 Geoenvironmental Site Assessment, Manchester Life, Back of Ancoats Phase 1 - Mobility Hub, E3P, Reference: 18-868-R1-1, Dated: May 2021 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, the development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of Site Investigation Proposals
- Submission of a Site Investigation and Risk Assessment Report
- Submission of a Remediation Strategy

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the first use of the development.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development

shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

10) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

11) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include:

- Verification report providing photographic evidence of construction as per design drawings. For the avoidance of doubt this must include all key components including attenuation and flow control.
- As built construction drawings if different from design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

12) (a) Notwithstanding drawing 9032-BA-XX-00-DR-A-(04)000 and the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, prior to the installation of the hard and soft

landscaping scheme, details of a hard and soft landscaping treatment scheme (including street trees) shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first use of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

13) Prior to the first use of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

14) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L<sub>aeq</sub>) below the typical background (L<sub>a90</sub>) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on nearby residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

15) Prior to any above ground works, a Noise Management Plan (NMP), to assess noise from all activities associated with the use of the central delivery hub, shall be submitted for approval in writing by the City Council as local planning authority. The approved plan, including any agreed mitigation measures, shall be implemented prior to the first use of the development and thereafter retained and maintained for as long as the development is in use.

Reason - To minimise the impact of delivery hub on nearby residential properties pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) The commercial unit, as indicated on 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall can be occupied as Use Class E and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

17) (a) Notwithstanding the Noise Assessment prepared by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, prior to the first use of each the commercial unit as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, a scheme of acoustic insulation for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively

(b) Prior to the first use of the commercial unit, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report



and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) Prior to the first use of the commercial unit, as shown on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

19) Prior to the first use of the commercial unit as indicated on 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of the commercial unit and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

20) Prior to the first use of the commercial unit, as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from the commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the commercial unit and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

21) Deliveries, servicing and collections including waste collections to the commercial unit and delivery hub, as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00  
Sundays (and Bank Holidays): 10:00 to 18:00

Reason - In the interest of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) The commercial unit hereby approved, as indicated on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 19:30  
Sundays (and Bank Holidays): 10:00 to 18:00

There shall be no amplified sound or any amplified music at any time within the unit.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

23) The commercial unit as shown on drawing 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, shall remain as one unit and shall not be sub divided without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

24) The development hereby approved shall be carried out in accordance with the Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

25) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first use of the development hereby approved, full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment

the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

26) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby existing residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

27) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

28) Notwithstanding the TV Reception Survey prepared by PagerPower, stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

29) Prior to the first use of the development, details of bird and bat boxes to be provided (including location and specification) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall

then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

30) Prior to the first use of the development hereby approved a signage strategy for the building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

31) The Mobility Hub hereby approved shall be used as a multi modal Mobility Hub (Sui Generis) including 408 car parking spaces, 150 cycle Hub and delivery Hub with ancillary commercial space (221 sqm) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - To ensure that the accommodation is used solely for the intended purpose – as a mobility hub and to safeguard the amenities of the neighbourhood; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of the hubs facilities pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

32) Prior to the first use of the development hereby approved, the 408 space car parking layout (including 24 disabled spaces) as indicated on drawing 9032-BA-XX-00-DR-A-(04)001, 9032-BA-XX-00-DR-A-(04)002, 9032-BA-XX-00-DR-A-(04)003, 9032-BA-XX-00-DR-A-(04)004, 9032-BA-XX-00-DR-A-(04)005, 9032-BA-XX-00-DR-A-(04)006 and 9032-BA-XX-00-DR-A-(04)007 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall be implemented and made available. The car parking shall remain available for as long as the Mobility Hub remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

33) (a) Prior to the first use of the development, details, location and specification of electric car charging points for 25% of the car parking spaces hereby approved together confirmation that the remaining spaces be fitted with infrastructure for future electric car charging capability shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first use of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

34) (a) Prior to the first use of the cycle hub, the 150 cycle spaces, as indicated on 9032-BA-XX-00-DR-A-(04)000 Rev P0 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021 shall be implemented and retained and maintained in situ for as long as the development remains in use.

(b) The number of cycle spaces shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional cycle spaces identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures and air quality pursuant to policies SP1, T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

35) (a) Prior to the first use of the Mobility hub, the 20 car club spaces and 10 car share spaces shall be implemented, made available and retained in situ for as long as the development remains in use.

(b) The number of car club and car share spaces shall be reviewed annually as part of the travel plan requirements of condition 36 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional car club or car share space identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - To ensure there is sufficient car club and car share spaces at the development and the residents in order to support modal shift measures and air quality pursuant to policies SP1, T1, T2, EN14 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development hereby approved, a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those using the hub and encouraging sustainable travel options including measures to integrate into the city centre transport infrastructure and digital platforms;
- ii) a commitment to surveying the travel patterns of users during the first three months of the first use of the Mobility hub and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the Mobility hub, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for users, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

37) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

38) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment prepared by Tyler Grange stamped as received by the City Council, as Local Planning Authority on the 3 June 2021; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those

areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

39) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the Mobility Hub (including cross sections) as indicated on drawings 9032-BA-XX-08-DR-A-(04)008 and 9032-BA-XX-08-DR-A-(04)009 stamped as received by the City Council, as Local Planning Authority, on the 3 June 2021. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

40) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- SCOOT revalidation for the junction of Rochdale Road and Livesey Street;
- Installation of a camera at the junction of Rochdale Road and Livesey Street;
- Installation of a junction plateau and tactile paving at Poland Street/Silt Street and George Leigh Street;
- Give-way markings to the exit points and an upright signs to distinguish between the two entrance points;
- Dropped crossings to facilitate entrance to the Mobility Hub
- Installation of tactile paving and footway resurfacing
- Introduction of Traffic Regulation Orders within the vicinity of the development.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

41) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason – In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

## **Informatives**

Whilst the buildings to be demolished have been assessed as very low risk for bats, the applicant is reminded that under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

## **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 130627/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Strategic Development Team  
Work & Skills Team  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
National Amenity Societies  
Greater Manchester Ecology Unit**



**A map showing the neighbours notified of the application is attached at the end of the report.**

**Representations were received from the following third parties:**

**Relevant Contact Officer :** Jennifer Atkinson  
**Telephone number :** 0161 234 4517  
**Email :** [jennifer.atkinson@manchester.gov.uk](mailto:jennifer.atkinson@manchester.gov.uk)

