

Manchester City Council Report for Resolution

Report to: Executive – 19 January 2022

Subject: Development and public realm strategy for the Back of Ancoats

Report of: Strategic Director for Growth & Development

Summary

This report follows on from the report to the Executive in September 2021. That report, updated Members on activity that had been taking place to support the delivery of the Ancoats and New Islington Neighbourhood Development Framework (NDF), by bringing forward investment and development to deliver up to 1500 new residential units and the Ancoats Mobility Hub that will contribute to the sustainability of the neighbourhood and promote a modal shift towards cycling and walking. It was acknowledged that a complementary public realm strategy with the Ancoats Mobility Hub at its heart would be critical to underpin development activity and ensure a fully integrated approach to placemaking. The September report recommended bringing further details back prior to undertaking stakeholder consultation.

Recommendations

The Executive is recommended to:

1. Endorse the draft public realm strategy as a basis for a consultation exercise with landowners, developers and local stakeholders, which will be undertaken in February 2022.
2. Note that the outcomes of the consultation and a final version of the Back of Ancoats public realm strategy will be reported to a future meeting of the Executive. It is proposed that, once adopted, the public realm strategy will be used as a material consideration for the City Council when considering all future planning applications relevant to the Back of Ancoats.
3. Note progress on the preparation of a full business case to Homes England for essential enabling infrastructure including the Ancoats Mobility Hub.
4. Delegate authority to the Strategic Director for Growth and Development and the Deputy Chief Executive to finalise the business case for the Ancoats Mobility Hub.
5. Delegate authority to the Strategic Director for Growth and Development and Deputy Chief Executive to negotiate contractual terms for the delivery and operation of the Ancoats Mobility Hub.
6. Delegate authority to the Strategic Director for Growth and Development and Deputy Chief Executive to agree the detailed grant funding terms and conditions relating to the Homes England grant funding bid.
7. Delegate authority to the City Solicitor to finalise the terms and conditions of all

contractual documentation to give effect to the above recommendations.

8. Note that, whilst the City Council will seek to acquire the necessary land and property interests to deliver the Ancoats Mobility Hub and public realm strategy by agreement, this may not be possible and a future report may need to be brought back to the Executive in the future to seek authority to promote a Compulsory Purchase Order.

Wards Affected – Ancoats and Beswick

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

The Ancoats and New Islington Neighbourhood Development Framework and the draft Poland Street Zone public realm strategy recognise that future development within the area will be required to contribute to the City Council's objective of achieving a zero carbon target by 2038 through the active utilisation and deployment of leading building technologies.

The Ancoats Mobility Hub is a key component in delivering a highly sustainable neighbourhood. It will directly reduce car trips and on street parking in this area, promoting a modal shift to cycling, walking and the use of public transport networks. The logistics hub within the building will provide a central location for parcel deliveries with 'final mile' delivery via a fleet of electric vehicles.

The City Council is and will continue to use its land interests in the area to deliver this outcome and this will be integrated into all aspects of the public realm delivery strategy.

Our Manchester Strategy outcomes	Contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The proposals outlined in the Poland Street Zone draft public realm strategy supported the opportunity to create a new mixed-use neighbourhood including new jobs and employment opportunities and easy access to the regional centre economy for residents.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	The Poland Street Zone will continue to provide direct employment opportunities and also meet the demand for housing from residents who wish to live close to the Regional Centre.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The draft Poland Street Zone public realm strategy and the approved Ancoats and New Islington Neighbourhood Development Framework offers the potential to drive forward the Manchester Residential Growth Prospectus and meeting the growing demand for new homes in the city, through the provision of high-quality neighbourhood infrastructure to serve the local community.

A liveable and low carbon city: a destination of choice to live, visit, work	The vision for the Poland Street Zone is to create a high-quality sustainable neighbourhood within the extended city centre. The draft public realm strategy will support the creation of a new neighbourhood in a sustainable location, adjacent to the city centre and the range of jobs, culture and leisure opportunities contained therein.
A connected city: world class infrastructure and connectivity to drive growth	The draft public realm strategy will underpin the delivery of the Ancoats Mobility Hub and promote connectivity with core public transport infrastructure across the city and the wider GM conurbation.

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

Financial Consequences – Capital

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are

available up to 4 years after the date of the meeting. If you would like a copy, please contact one of the contact officers above.

- Ancoats and New Islington Neighbourhood Development Framework July 2014
- Ancoats and New Islington Neighbourhood Development Framework, report to the Executive October 2014
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework, report to the Executive December 2016;
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework Poland Street Zone, report to the Executive February 2020
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework Poland Street Zone, report to the Executive July 2020
- Mobility Hub proposal for the Back of Ancoats, report to the Executive November 2020;
- Development Strategy for the Back of Ancoats, Progress report to the Executive September 2021;
- Manchester Zero Carbon 2018 – Manchester City Council’s Commitment, report to the Executive March 2019;
- Council Resolution on declaring a Climate Emergency, report to the Executive July 2019;
- Eastland Regeneration Framework, report to the Executive July 2019;
- Revised City Centre Transport Strategy, report to the Executive October 2019 and City Centre Engagement Outcomes, report to the Executive February 2020;
- Draft City Centre Transport Strategy, Report to the Executive September 2020.
- Draft Executive Summary – Back of Ancoats Public Realm Strategy December 2021

1.0 Introduction

- 1.1 The Ancoats neighbourhood is located on the eastern edge of the city centre and is part of the Eastlands Regeneration Framework area, a refresh of which was taken to the Executive in 2018.
- 1.2 Ancoats is an important part of the growing city centre. It is a key component of the Eastlands Regeneration Framework, and its importance is further enhanced by the opportunity to complete investment in the area, within a sustainable public realm strategy.
- 1.3 The Ancoats and New Islington Neighbourhood Development Framework (NDF) was approved by the Executive in 2014, in order to enable the City Council to provide development principles in line with adopted planning policy in this key location on the north-eastern edge of the city centre.
- 1.4 One of the zones within the approved Neighbourhood Development Framework was identified as character area 3, Back of Ancoats, referred to as the Poland Street Zone which spans the area between Oldham Road, Bengal Street, the Rochdale Canal and Butler Street. This area has become the focus for developer interest in the area and as a consequence of this an illustrative masterplan for the area was commissioned and paid for by four major landowners in the area (Manchester City Council, Manchester Life Development Company, Urban Splash and Northern Group). This document provided an aspirational guide to the further development of the area based on the principles of the 2016 NDF.
- 1.5 In order to ensure that the NDF reflected these aspirations, a further review and update of the NDF Poland Street Zone was undertaken in 2020. This review and update took account of updated City Council strategies and adopted planning policy, and provides a framework to ensure that compatible residential and commercial development opportunities are realised, and that connectivity and access to quality public amenity space area is maximised. This document proposes 1500 new residential units can be delivered in the area.
- 1.6 The NDF identified a number of key strategic drivers that are required to facilitate the delivery of the framework objectives and address a number of constraints to delivery – including the inferior quality of the public realm, lack of clear connectivity through the area, and a perceived absence of co-ordinated place making infrastructure necessary to support the delivery of a medium density residential and mixed-use neighbourhood. Fly parking and rat running through the area currently causes problems for neighbouring, residential communities. As new development comes forward a co-ordinated approach to parking requirements and street design will help create a liveable, high quality neighbourhood.
- 1.7 A new public realm strategy has been prepared by consultants with Manchester City Council officers working across all key departments.

2.0 Background

- 2.1 The area referred to as the Back of Ancoats is located within the north-eastern fringe of the city centre, and forms part of the wider Ancoats neighbourhood. The area between Great Ancoats Street and Butler Street is a conservation area and is home to a number of listed and architecturally important buildings. The area is

surrounded by the neighbourhoods of Miles Platting in the East, New Cross to the West, the core of Ancoats and the city centre to the south and New Islington.

- 2.2 Within Ancoats, development over the last 20 years has focussed on the core of the conservation area, between Great Ancoats Street and Bengal Street and in the area surrounding New Islington Marina. The Poland Street Zone as referred to in the NDF, also known as the Back of Ancoats, is now the subject of developer interest and represents the final elements of the regeneration of Ancoats.
- 2.3 The area is currently characterised by low value, low density light industrial units, surrounding an area of green space that has been the focus of anti-social behaviour and does not reflect the quality of open space elsewhere in the City. The breakdown of the grid street pattern in this area has resulted in there being no clear street hierarchy and consequently it is difficult for pedestrians to navigate. This is further manifested in the fact that the area suffers from being used as a “rat run” for vehicles seeking to avoid Oldham Road and Great Ancoats Street. The poor physical quality of the area is also compounded by commuter and fly parking during the day adding to traffic movements.
- 2.4 These barriers to development have resulted in limited development activity in the area, with developers concentrating investment to date into the Great Ancoats Street – Bengal Street section of Ancoats and New Islington where public sector place-making intervention created the environment to support viable development. There has been very limited new build development activity in the area as sites are unviable and unlocking their redevelopment requires a high level of public and private sector co-ordination.
- 2.5 As the development opportunities in Ancoats and New Islington become increasingly scarce, developer interest has started to focus on the Poland Street Zone. This interest manifested itself in the delivery of the jointly funded masterplan and subsequent refresh of the NDF in 2020. The NDF established detailed development and design principles for the Poland Street Zone in relation to the form and nature of development and permeability and connectivity through the area and following the adoption of the NDF, Manchester Life have secured planning permission for the Eliza Yard Residential scheme that will deliver 118 units, and it is the intention to submit another application for a site on Jersey Street. Planning permission has also been granted for the Ancoats Mobility Hub that will meet the parking and logistics requirements of 1,500 new homes in the Back of Ancoats.
- 2.6 Complementary to the vision for the public realm is an emerging development proposal for the site bounded by Rodney Street/Jersey Street/Wadeford Close. The site is intended to be brought forward for housing. The emerging public realm proposals create a clear synergy and transition from the site to Ancoats Green, ensuring high quality place making in line with the principles outlined in the illustrative NDF for the area.
- 2.7 A number of other sites in the neighbourhood are owned by developers, and there have been recent transactions to demonstrate further the developer interest in the locality. As such, it is now essential that the City Council moves to establish a formal public realm strategy to ensure that all future development can be delivered alongside investment in place-making to support the creation of a neighbourhood of choice with up to 1500 new residential units within the area.

3.0 Draft public realm strategy

- 3.1 A consultancy team have worked closely with Council colleagues from Highways, Planning and Neighbourhoods to prepare a draft strategy for consideration. This draft will be subject to a public consultation with key stakeholders, including landowners, developer partners and local residents and community interest groups prior to its formalisation and adoption.
- 3.2 The purpose of the strategy is to provide a robust and practical analysis of the current public realm provision in the area, taking into account the vision that was articulated in the NDF and masterplan refresh of 2020, and the key principles contained therein. The document will provide a delivery strategy for future intervention and investment, that can be used by the City Council and the Local Planning Authority to co-ordinate public realm investment and provision on an incremental basis.
- 3.3 A draft executive summary of the public realm strategy is attached as an appendix to this report. The key principles of the strategy are set out below

Analysis

- A site analysis of the Poland Street Zone highlights the general poor quality of the public realm and the lack of co-ordinated interventions to manage both pedestrian and vehicular movements. There is no clear street hierarchy in the area, and it is used by vehicular traffic as a “rat run” to avoid using the Inner Relief Route, and as a consequence of this pedestrians and cyclists can find it difficult to navigate through the neighbourhood.
- The edges and the interfaces of the Poland Street Zone are poor and the relationship to key infrastructure such as the Rochdale Canal, Butler Street and adjoining residential neighbourhoods is severed. The definition of the frontages along Oldham Road and the Canal are poor and do not represent a quality arrival point for the area.
- The Poland Street Zone falls within the Ancoats Conservation Area but does not contain any listed buildings within it. The grid street pattern which is a key feature of the core of the Ancoats Conservation area breaks down in the Poland Street Zone, with only two streets passing from Bengal Street to the eastern edge of the area. This has led to a built form that restricts the connectivity internally and to the surrounding areas.
- The quality of the green and blue infrastructure in the area is poor. Ancoats Green suffers from a poor relationship with existing buildings and is not overlooked. Consequently, it has been the target of anti-social behaviour, and this is further exacerbated by the limited access to the space and its disconnect with its immediate surroundings. Equally, access to the Rochdale Canal in the Poland Street Zone is limited to the eastern edges of the area.
- The site analysis for the Poland Street Zone, has identified a need for a coherent approach to traffic management that will support the delivery of the Ancoats Mobility Hub, address the issue of commuter parking in the area and create an environment that prioritises pedestrians and cyclists above vehicular traffic in a

new residential neighbourhood of up to 1500 homes.

Place-making

- The area presents a unique opportunity to create a new neighbourhood of up to 1500 residential units supported by a range of facilities that create a pleasant and liveable environment with access to green and blue infrastructure. The investment in the core of Ancoats and the neighbourhoods surrounding it, has delivered successful and sustainable communities. This has created the impetus to bring forward a comprehensive public realm strategy that contains a number of key projects with the Ancoats Mobility Hub as a catalyst for the creation of a sustainable neighbourhood that meets the needs of a growing population.
- The draft public realm strategy has further developed the concepts that were outlined in the NDF in 2020, and identified a number of key drivers that integrates best practice in design and delivery to contribute to the creation of a high-quality sustainable neighbourhood.
- The Ancoats Mobility Hub will provide parking for several residential developments within the area alongside a central delivery facility with a last mile delivery service. This will negate the need for parking provision within individual developments and creates an opportunity to review the traffic flow through the area allowing for a modal shift away from vehicular movements and promoting pedestrian and cyclist priority. The establishment of a hierarchy of streets and lanes will create clear and legible routes through the area, and a number of nature-based interventions will act as vehicular traffic management devices while adding value to the street setting.
- Good quality amenity space that is easily accessible is key in creating a rebalanced neighbourhood. The strategy proposes enhancing and improving Ancoats Green to create a tranquil green space with appropriate facilities for residents and visitors and enhances the setting of the developments surrounding the green. Furthermore, the creation of a new linear green route from Portugal Street to the Rochdale Canal via Jersey Street will connect the green and blue infrastructure in the area and provide permeability that currently does not exist.
- Given the restrictions of the existing street layout and the potential for a medium density neighbourhood to be created in the area, the strategy proposes a co-ordinated approach to street parking that maximises the use of the Ancoats Mobility Hub and moves away from on street parking, thus contributing to the creation of a calmer and more pedestrian friendly neighbourhood.

Public realm strategy

The public realm strategy is key to delivering a sustainable, attractive neighbourhood that celebrates the uniqueness of the area and creates integration between the surrounding neighbourhoods and the city centre. There are a number of key strands within this approach that together will create a coherent identity for the area. The proposals are aligned with emerging development proposals within the area.

Ancoats Green: provides an opportunity to become the green heart of the neighbourhood. Investment in the Green and the delivery of play and recreational facilities will add value to the space. There is an opportunity to extend the influence of Ancoats Green into the wider area creating a green neighbourhood that provides a softer environment to the dense “hard” street scene in the core of the Ancoats area.

The creation of a linear green link from Portugal Street through the green to the Rochdale Canal will enhance the space making it more accessible and creating natural surveillance in an open that is currently not overlooked and consequently suffers from anti-social behaviour

Ancoats Mobility Hub – sits at the interface with Ancoats Green and creates the conditions to reduce traffic movements through the area with developments not requiring in curtilage parking. The plaza space surrounding the building celebrates the landmark status of the building and provides the linkage between Ancoats Green and the creation of new green street connections

Green Streets – the reduced vehicle movements created by the use of the Mobility Hub and a TRO strategy that reduces rat running and on street parking will rebalance the streets in favour of pedestrians and cyclists and allow for the creation of a connected network of streets and spaces that extend the green character of the area. The introduction of green infrastructure and the creation of residential streets that provide amenity and interaction will reflect the influence of Ancoats Green on the wider area.

Projects and Interventions

Key projects within the framework include:

- Enhancement of Ancoats Green
- Creation of a greenway connecting Portugal Street with Jersey Street and the Rochdale Canal
- Delivery of the Ancoats Mobility Hub Plaza
- Establishment of a hierarchy of streets
- Range of physical interventions to reduce traffic flow in the area
- The delivery of site-wide Traffic Regulations Orders (TROs) to address traffic management and on street parking, to contribute to the promotion of a pedestrian friendly residential environment
- The resurfacing of carriageways and pedestrian footpaths to an agreed specification that reflects the new street hierarchy

4.0 Evolving spatial strategy

- 4.1 The public realm strategy responds to the evolving development context that is coming forward in the Back of Ancoats, and therefore the strategy is a progression from the illustrative masterplan that was included in the NDF refresh in 2020.
- 4.2 Since approval of the NDF in July 2020, planning permissions have been granted for the Ancoats Mobility Hub and for the Eliza Yard development. The AMH will provide parking for a number of developments within the Back of Ancoats and therefore negate the need for in curtilage parking in development blocks, hence

reducing car movements around the area. This presents a unique opportunity to develop a traffic management strategy for the area that rebalances the street hierarchy in favour of pedestrians and cyclists and facilitates the development of “green streets” that expand the influence of Ancoats Green into the area and counterbalances the “hard” environment of the core of Ancoats.

- 4.3 The NDF of 2020 proposed a re-orientation of Ancoats Green along an east- west alignment, with a new building proposed within the Ancoats Green footprint. However, the public realm strategy moves away from this and the historic alignment of the park is retained and expanded, with a green link through proposed development at Rodney Street linking the area to Butler Street and the Miles Platting neighbourhood. The strategy promotes the Green as the heart of the area, with children’s play facilities, open space and dog exercise areas at the back of the Mobility hub, creating a “square” that will link the development plots surrounding it with the wider Ancoats Green. This east west reorientation is further enhanced by the series of green streets that are proposed, emphasising the influence of Ancoats green into the wider area and creating further opportunities for planting of trees and enhancing the climate resilience of the scheme.
- 4.4 The NDF promoted a green link from Ancoats Green to the Rochdale Canal, the public realm strategy has further refined this to build on and celebrate the historic Prussia Street canal arm that was in this location, and also to provide a pedestrian link between Jersey Street and the Green.
- 4.5 Furthermore work has commenced on the design of a scheme between Jersey Street and the Rochdale Canal – working closely with Manchester Life who are the site owners, it has been agreed that their development will be designed to enable a green link from Jersey Street behind their building along the Rochdale Canal to the bridge at Stephen Hunt Street. This will be open to the public.
- 4.6 The pallet of materials proposed will help tie the area back into the front of Ancoats, with key streets using a pallet that reflects the public realm in the core of Ancoats, thus ensuring that the character of the area is not lost and that the grid pattern that is recognisable as we move through the area. The strategy represents a further evolution of this area that was the worlds first industrial neighbourhood. However, its decline and reinvention as a residential area with up to 1500 homes is reflected in the proposals for the public realm strategy that celebrates its industrial heritage in a form that creates a welcoming and living environment.

5.0 Delivery Strategy

- 5.1 Within the area a range of development proposals, including the AMH, Eliza Yard consented schemes together with Manchester Life’s and Jersey Street residential scheme and the This City housing proposal are all being progressed. Other sites that are in private sector ownerships are also being prepared for future development, but it is anticipated that further land assembly will be required to realise the proposals contained with the public realm strategy.
- 5.2 Collaboration between key landowners and stakeholders will be essential to ensure that the principles of the public realm strategy are delivered. To this end, the City Council is working closely with key private sector partners to ensure that development proposals respond to the aspirations of the public realm strategy and where necessary collaboration in relation to future maintenance and

management obligations are agreed.

5.3 A number of delivery mechanisms have been considered as part of the Public Realm Strategy to:

- Provide a framework within which public realm improvements can be programmed and prioritised to keep pace with development activity.
- Ensure that contributions from developers can be fully maximised within the confines of local and national policy; and
- Respond to the constraints and practicalities of delivery e.g., to ensure that economies of scale are realised and that standards of construction are maintained.

5.4 The Delivery Strategy provides a series of costed projects and to form the basis of consultation with landowners, developers and key stakeholders that will be delivered via a series of mechanisms that include:

- Public realm works delivered via Brownfield Land Fund (BLF) Grant; these projects will be completed prior to March 2024:
- Predevelopment activity – the strategy proposes interventions that are required to take place as a pre- development activity to facilitate improvements across the area.
- Public realm works secured via planning conditions – where a development proposal necessitates improvements to the public realm, the Council will seek to secure required upgrades by way of planning conditions as part of the planning process.
- Study area wide projects - the strategy proposes a number of study area wide improvements, that will require a level of central co-ordination and commissioning.

5.5 The aim of the public realm strategy and supporting delivery strategy will be to provide officers with a practical toolkit to assist the successful delivery of public realm and to form the basis of ongoing consultations with landowners and developers as part of the planning process – to ensure that the necessary improvements to the public realm are delivered in a coordinated and collaborative way to support the creation of a successful neighbourhood.

5.6 The Council will also seek to leverage participation in the delivery of the public realm interventions through it's land interest where relevant and appropriate.

6.0 Approach to funding

6.1 There is a significant requirement for placemaking to support housing growth in the Back of Ancoats. Funding will address the legacy of its industrial past, minimal investment in the public realm and the nature of current land ownerships and meanwhile uses.

6.2 Officers from the City Council have considered a range of funding streams that can be utilised to contribute to the delivery of the placemaking aspirations for the area. In particular, discussions with Homes England are advancing in order to facilitate the delivery of some 1,500 homes. Funding could potentially be used to deliver the innovative mobility hub, new public realm and land remediation. Through this

approach, the existing infrastructure and funding challenges in the Back of Ancoats will be overcome at pace. If approved, a funding agreement will be established between Manchester City Council and DLUHC with the appropriate governance structures and accountability to shape the strategic direction of the Back of Ancoats and the wider Eastern Gateway mission.

- 6.3 The proposed projects within the public realm strategy have been reviewed and costed by external consultants to provide a better understanding of the total delivery costs and the preferred programming of works in order to align with construction programmes for individual developments and to ensure that works are co-ordinated in terms of delivery and funding. The total costs of all works to facilitate the public realm strategy are circa £15m. It is anticipated that delivery of the full complement of public realm interventions will take up to 10 years to align with private sector partners timescales for bringing forward development on sites within private ownership.
- 6.4 Brownfield Land Funding of £4.7m has been secured via GMCA. This funding is directly linked to the delivery of up to 275 residential units as a first phase and will be used to deliver the first enabling phases of a programme of public realm interventions that will support the delivery of the Ancoats Mobility Hub, enhance and improve Ancoats Green and create the first elements of linear greenway pedestrian route that will link Portugal Street with the Rochdale Canal. A condition of the Brownfield Land Fund is that it must be spent by March 2024, and current programme planning has indicated that this can be achieved.
- 6.5 It remains key that appropriate contributions and investment can be sourced from third party developers and harnessed to support the creation of place as part of an integrated vision and approach to delivery. The use of s106 contributions in this area will be applied alongside existing City Council priorities for funding. In addition to this work is progressing on a collaboration agreement between key landowners and stakeholders to secure appropriate contributions that will ensure the provision of high quality, appropriately maintained public realm.
- 6.6 Given the scale of potential investment required to support the public realm delivery and requirements for forward funding, it is proposed that a more detailed review of costings and funding requirements will be submitted for consideration, alongside the final draft public realm strategy, to a future meeting of the Executive.

7.0 Legal Considerations

- 7.1 It is proposed that, once adopted, the public realm strategy will be used as a material consideration for the City Council when considering all future planning applications relevant to the Back of Ancoats.
- 7.2 Notwithstanding the provisions of the strategy, if the City Council grants a planning permission subject to the planning conditions, the conditions will be lawful only if they are necessary, relevant to planning, relevant to the development to be permitted enforceable, precise and reasonable in all other aspects (Section 70(2) TCPA 1990 and para. 206 of NPPF).
- 7.3 Furthermore, the use of Section 106 planning obligations is only permitted when such obligations are a) necessary to make the development acceptable in planning terms, b) directly related to the development and c) fairly and reasonably related to

the development in scale and kind (Section 106 TCPA 1990, regs 122 of the Community Infrastructure Levy Regulations 2010). Finally, regulation 123 of the CIL Regulations prevents a Local Planning Authority from pooling five or more contributions entered into on or after 6 April 2010 to fund or provide a type of infrastructure.

- 7.4 Whilst a more detailed review of costings and funding requirements will be submitted to a future meeting of the Executive. It should be noted that the City Council's approach to funding and delivery, and consideration given to imposing planning conditions and/or the use of planning obligations and/or the use of planning obligations, must be in accordance with the legislative framework.

8.0 Contributing to a Zero-Carbon City

- 8.1 Explain how this helps to make climate breakdown and the environment an integral part of activity throughout the Council, including all decision making?

9.0 Contributing to the Our Manchester Strategy

(a) A thriving and sustainable city

- 9.1 The proposals outlined in the Poland Street Zone draft public realm strategy offer the opportunity to create a new mixed-use neighbourhood including new jobs and employment opportunities and easy access to the regional centre economy for residents.

(b) A highly skilled city

- 9.2 The Poland Street Zone will continue to provide direct employment opportunities and also meet the demand for housing from residents who wish to live close to the Regional Centre.

(c) A progressive and equitable city

- 9.3 The draft Poland Street Zone public realm strategy and the approved Ancoats and New Islington Neighbourhood Development Framework offers the potential to drive forward the Manchester Residential Growth Prospectus and meeting the growing demand for new homes in the city, through the provision of high-quality neighbourhood infrastructure to serve the local community.

(d) A liveable and low carbon city

- 9.4 The vision for the Poland Street Zone is to create a high-quality sustainable neighbourhood within the extended city centre. The draft public realm strategy will support the creation of a new neighbourhood in a sustainable location, adjacent to the city centre and the range of jobs, culture and leisure opportunities contained therein.

(e) A connected city

- 9.5 The draft public realm strategy will underpin the delivery of the Ancoats Mobility Hub and promote connectivity with core public transport infrastructure across the city and the wider GM conurbation.

10.0 Key Policies and Considerations

(a) Equal Opportunities

- 10.1 The preparation and subsequent consultation will enable a range of stakeholders and interest groups to engage in the process to finalise the public realm strategy.

(b) Risk Management

- 10.2 Not applicable at this stage.

(c) Legal Considerations

- 10.3 Any particular legal issues arise from the decisions in the report?



Area at Back of Ancoats