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# 1. Introduction

- 1.1. The Applicant, Manchester Life Strategic Development Company Limited (“Manchester Life”), is bringing forward an application for full planning permission for a multi-modal transport facility known as the Ancoats Mobility Hub (“the Hub”).
- 1.2. The Hub itself will provide 150 cycle parking spaces, 408 car parking spaces (including 30 spaces designated for car club vehicles and car sharing) and a delivery hub (the “Proposed Development”). From day one, 25% of the proposed car parking spaces will provide EV charging facilities and the building has been future proofed such that capacity can increase up to 100% in line with demand.
- 1.3. The Proposed Development is located on land bound by Poland Street to the west, the City Court Trading Estate to the south, Crown Industrial Estate to the north and Ancoats Green to the east (“the Site”). The Site is currently occupied by low-rise warehouse units comprising the Poland Street Industrial Estate, hardstanding, and a number of low-quality trees.
- 1.4. The Hub will be operated by Manchester City Council (“MCC”) together with an operating partner who will be carefully selected via a formal procurement exercise which is already underway. Manchester Life Strategic Development Company is providing Development Management services that will support MCC in delivering the Hub.
- 1.5. The Hub is a key component of a place-based regeneration strategy for the area that will support and prioritise local communities as well as play a vital role in supporting place creation, improved mobility at a neighbourhood scale, and contributing to Manchester’s journey towards achieving Net Zero Carbon. This approach builds on the area’s transformation into one of the most sought-after residential neighbourhoods in the City. The Hub is not about simply delivering a car park under another name. It is as about providing the tools and encouragement for people to change habits and contribute towards a more sustainable and inclusive world.
- 1.6. Three companies - Manchester Life, Great Places Housing Group, and MCC - have come together to deliver a next phase of development across six sites across Ancoats and New Islington delivering the following high-level benefits:
  - Over 400 new homes, including a large amount of affordable housing.
  - Active ground floor uses through the inclusion of commercial units.
  - The Ancoats Mobility Hub which will encourage active travel within the neighbourhood and beyond.
  - Redevelopment of the Grade II listed Ancoats Dispensary.

## Ancoats now and in the future

- 1.7. Substantial progress has been made transforming the Ancoats neighbourhood in recent years. This has seen an area that was seriously affected by the decline of Britain's textile industry - leading to population decline, high levels of dereliction and crime - transform into a vibrant and popular neighbourhood. Manchester Life has played a major role in this success by accelerating and further catalysing a process of positive transformation through the delivery of new homes alongside place creation and new place management arrangements. Over 1,250 new homes for rent and sale have been delivered by Manchester Life across Ancoats and New Islington, including the refurbishment of the Grade II\* Murrays' Mills. In addition, more than 200 homes are currently under construction and due for completion in summer 2021.
- 1.8. In addition, Manchester Life has worked closely with the City Council and other local developers to foster a collaborative approach to placemaking. An important part of their placemaking strategy has been to target local and independent operators for their portfolio of ground floor

units, resulting in a range of independent bars, cafes and restaurants establishing themselves and attracting people to the area. Collectively, these businesses have won an unprecedented number of awards within two years of opening. This careful approach to place creation and management was also recognised in the 'Placemaker of the Year 2020' award to Manchester Life, Step Places, and the Halle Concerts Society.

- 1.9. As part of this strategy, tenants have been identified, and leases managed closely to control opening hours and help create an attractive community for both businesses and residents and create a vibrant daytime and evening economy. These activities have all been coordinated and choreographed to underpin the expansion of the City Centre eastwards with the clear objective of creating successful mixed use residential-led neighbourhoods
- 1.10. Other developers including Mulbury, Northern Group, McCauls, and Step Places have or are also providing new homes within the neighbourhood. In addition, Urban Splash, who first committed to New Islington in 2000, has made significant progress in delivering its hoUse and Mansion House proposals with these developments contributing to the New Islington Marina.
- 1.11. The area is synonymous with heritage and culture and has also seen its cultural offer further enhanced via delivery of the Oglesby Centre at Halle St Peters – a new extension which opened in November 2019. This provides additional practice rooms and performance spaces providing opportunities for larger events, alongside a new café.
- 1.12. The regeneration and development that has taken place so far has also been guided by the Ancoats and New Islington Neighbourhood Development Framework (NDF) which was originally endorsed by Manchester City Council in October 2014 and updated in December 2016 to incorporate principles for the second phase of major development in the neighbourhood, breaking down the neighbourhood into six distinct zones across Ancoats and New Islington.
- 1.13. The NDF highlighted Ancoats and New Islington as an initial focus for investment and as an opportunity to deliver new homes in an eastward expansion of the City Centre with the ability in the medium to longer term to expand further eastwards towards the Etihad Campus.
- 1.14. To date, most regeneration activity in Ancoats has been focused within Front of Ancoats which broadly represents land between Great Ancoats Street, Oldham Road, Radium Street, and the Rochdale Canal. However, in July 2020, Manchester City Council endorsed a refreshed NDF focussed on the Poland Street Zone which was prepared to ensure that future development preserves the character of the area whilst meeting future housing, sustainability and community needs. The Poland Street Zone broadly relates to land between Radium Street, Oldham Road, the Rochdale Canal, and Rodney Street.
- 1.15. As development begins to emerge across the Poland Street Zone there is an opportunity to take a more strategic view on neighbourhood wide considerations and how development can play a part in addressing these. There is also an opportunity for innovative approaches and developments to come forward that strengthen the existing offering in Ancoats. The Applicant considers that the Hub will play a vital role in improving mobility whilst supporting Manchester's journey towards achieving Net Zero Carbon. It is firmly believed that the Hub represents neighbourhood scale infrastructure that will have a positive impact on the existing and future residents of Ancoats, as well as the wider community across East Manchester and Manchester City Centre.
- 1.16. Delivery of the Hub offers the opportunity to galvanise planning policy and local regeneration ambitions relating to infrastructure and the environment into a tangible neighbourhood asset that can evolve with the needs of the community. It will provide an innovative, mould-breaking vision for the future of urban transport as part of an inclusive, sustainable place to live and work.

## **Report Structure**

- 1.17. This Report has been prepared to consolidate the various strands of evidence that combine to form the technical case for supporting the development of the Hub and to demonstrate that it merits the support of the Local Planning Authority – following stakeholder engagement and public consultation – through the granting of planning permission. It sits as part of a suite of documents that present the case for supporting the Hub, including the following principal documents:

- The Strategic Case for the Hub – prepared by Hillbreak, sets out the wider principles for the Hub’s development that explain how it will support strategic objectives of MCC whilst facilitating and encouraging a modal shift away from private car ownership in the long term.
- Sustainability Framework – prepared by Buro Happold, framing the proposals against Manchester Life’s sustainability framework.
- Design and Access Statement – prepared by Buttress, explaining the quality of the design response associated with the Hub proposals.
- Planning Statement – prepared by Deloitte, presenting how the Hub addresses the local Development Plan and other material planning considerations including national policy and local development documents.
- The Transport Assessment - prepared by Hydrock assesses the highways and transport matters that may arise from the Hub

1.18. The remainder of this report is structured as follows:

- Section 2: Vision – presents the vision for the Hub and its overall offer to the neighbourhood in order to provide context to Section 3 which provides the main body and focus of this report
- Section 3: The Technical Case for the Hub – presents a range of technical considerations that support and justify the Proposed Development
- Section 4: Conclusion – summarises the contents of this report and provides the main conclusions that can be drawn.

1.19. Ultimately, this report presents the reader with a balanced view of what the Ancoats Mobility Hub can help achieve at a local, neighbourhood, and city-wide level. It recognises that there are groups of people who choose to live in the City Centre and require cars, as evidenced by existing experience. The challenge is how to deal with car parking as part of a progressive strategy that provides a choice for car users but, critically, encourages a modal shift to more sustainable modes of transport including bike and electric car and supports opportunities for enhanced public realm and enhanced neighbourhood management opportunities, all to the benefit of existing and future communities. The Hub is intended as long-term, neighbourhood infrastructure and has been designed so that there is flexibility to adapt to the needs of residents over time, in particular following trends in mobility and travel choice.

## 2. Vision for the Hub

- 2.1. The proposals for the Hub seek to support the growth of a resilient, future-ready neighbourhood by embedding sustainable transport choices, smart logistics, and shared services into the heart of an emerging and sustainable neighbourhood. It will also have wider benefits in supporting Manchester City Council's ambition for growth within the City Centre and East Manchester, as well as its journey to becoming a Net Zero Carbon city.
- 2.2. This innovative project is proposed to meet the parking requirements of residents and businesses in Ancoats, removing parking from individual schemes and promoting a shift away from car ownership by providing the infrastructure to offer sustainable alternatives. In accordance with priorities set out in the NDF, the Hub will provide sustainable transport solutions and respond to the community's desire to prioritise people over vehicles in the local area.
- 2.3. MCC has agreed the concept of the Hub as a strategic policy priority. It features as a case study within the recently endorsed City Centre Transport Strategy and is identified as an asset where early work on establishing a business case should be pursued. Additionally, in November 2020, a report was issued to the Manchester City Council Executive which detailed the then emerging concept of the Ancoats Mobility Hub and highlighted how the development will contribute to the delivery of a highly sustainable neighbourhood.
- 2.4. The Hub is more than "just a car park" and will deliver a wide range of publicly accessible uses that will benefit the wider neighbourhood and its community. The vision for the Hub is summarised in the diagram overleaf with a summary of the key components provided below:



150 secure cycle parking spaces for commuters and visitors alongside the provision of space to accommodate a future TfGM e-bike hire scheme.



Centralised Delivery Hub for future residents of the Poland Street neighbourhood, as defined within the NDF. Final mile delivery will be by e-cargo bike or electric vehicle, reducing courier trips across the neighbourhood.



408 car parking spaces with a market-leading 25% provision of Electric Vehicle (EV) Charging points (102) from 'day one' and the capacity secured to scale this up to 100% over time in response to demand. 24 disabled car parking spaces (6%) will be provided in perpetuity.



Within the 408 car parking spaces there will be 30 car club / car sharing spaces.



Over 400 PV panels at roof level, generating 40% of annual car park and landlord operation energy whilst also reducing electricity needed from the National Grid. Additional power generated at peak times will be used to support 7 car club spaces.








7 rapid EV chargers each rated at 50kW will benefit from the PVs generated electricity and will be available from 'day one', supporting visitor parking.



Ground floor commercial space which could act as a meeting space for the local community or the cycling community in particular, noting the direct connection between the unit and the commuter/visitor cycle parking within the Hub.



High quality landscaping, lighting, and public realm around the Site, contributing to wider ambitions to increase north-south and east-west connectivity through Ancoats. This ties into wider public realm proposals being brought forward by MCC in Ancoats, ensuring the Hub is fully integrated and connected into the neighbourhood. Over 40% of the Site is given over to landscaping.

-  An increase in the quality and quantum of trees within the Site. No trees within Ancoats Green will be removed to facilitate the delivery of the Hub.
-  Digitally enabled services and functions associated with the Hub will be supported by state-of-the-art digital technology platform that will help users plan their transport needs via interactive booking of car club vehicles, spaces, and cycle facilities. It will predominately allow access to the Hub by Ancoats residents but also tie into wider change across East Manchester – allowing excess capacity to be utilised if required, alleviating pressure within other neighbourhoods in East Manchester.
-  Green walls incorporated as part of external design alongside trees which will result in an uplift in biodiversity on site.
-  Presents an innovative approach to break the traditional link between residential leases and car parking leases, increasing flexibility of choice and enabling a modal shift (as explained in detail within Section 3).
-  Will achieve a Secured by Design accreditation from Greater Manchester Police who have prepared a Crime Impact Statement in support of this application.

- 2.5. The Hub is a tool to enable change, facilitating a modal shift away from dependency on private cars towards cycling, public transport, car clubs and walking, and offering the opportunity to break the traditional link between home and car. Alongside provision for private cars, the Hub will provide residents and visitors with the capability and opportunity to make choices about their mode of transport that contribute to a cleaner, greener, safer neighbourhood – including provision for electric vehicles. It factors in that this will be a gradual process and therefore the Hub has flexibility built in to enable users to make changes and choices when it's right for them to do so – for example, by enabling users to sell their space back to the Hub if they decide they want to move away from private car ownership.
- 2.6. The Hub would specifically address one of the key existing issues within the neighbourhood: on-street and surface car parking. It should be noted that the existing “business as usual” approach to parking significantly detracts from the quality of place. Currently, the neighbourhood is characterised by poor quality surface car parks, on-street car parking, and congestion. Without the Hub and neighbourhood TROs, this trend is likely to continue which will mean more unmanaged parking and the disbenefits this generates. It is notable that the Site falls within the Ancoats Conservation Area – one of the city’s most important historic areas – and the existing situation could be claimed to detract from its special historic interest.
- 2.7. As neighbourhood infrastructure, it will help to maintain and enhance a world-class lifestyle which has been brought to the area as a result of previous regeneration initiatives. Facilities at the Hub will be inclusive and won’t be dependent on home ownership in the area. Car club, cycle hub and even car parking spaces via season ticket can be accessed by all residents, regardless of tenure, and offer a range of more affordable mobility options than car ownership.
- 2.8. Ultimately, the Hub will authentically evolve a neighbourhood from being the ‘pioneer industrial suburb of the industrial revolution’ to a pioneer suburb for our current times.

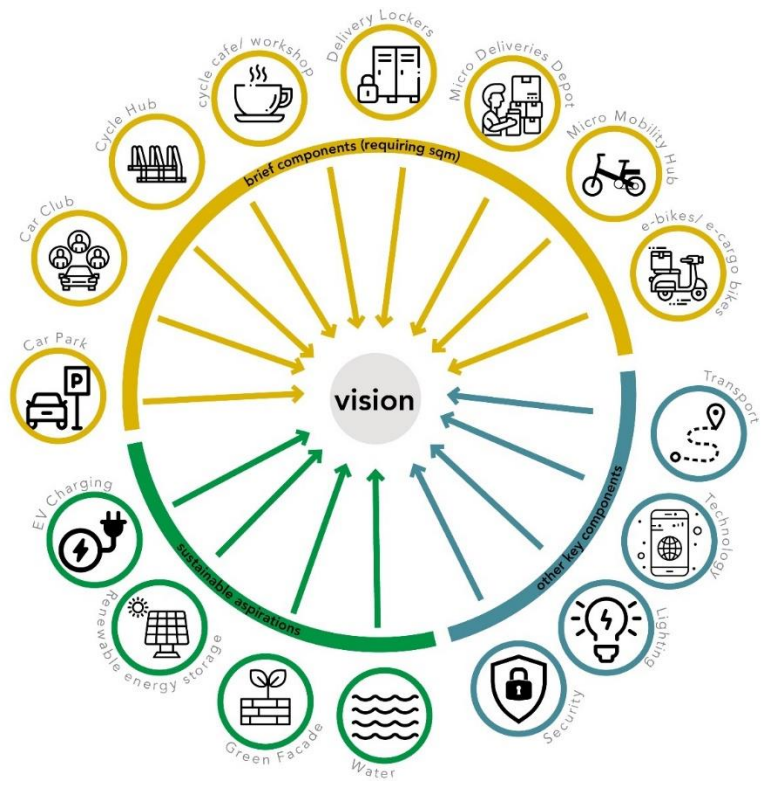


Figure 1 - Ancoats Mobility Hub Vision Diagram



# 3. The Technical Case for the Hub

## The Hub's locational advantages

- 3.1. The Hub is a neighbourhood scale infrastructure which will provide a range of sustainable transport options available to residents alongside a centralised delivery hub. In addition, car parking spaces (including electric vehicle charging) are provided with the primary objection of supporting future residential developments within the Poland Street Zone.
- 3.2. The Applicant believes that the Site is the ideal location for the Hub to serve local residents with centralised parking and delivery facilities and a range of sustainable transport options. Any other location within the Poland Street Zone would diminish the ability of the Hub to provide benefits to these future residents which is its primary function.
- 3.3. Within Ancoats, it is important that the Hub is located as close as possible to either Great Ancoats Street or Oldham Road, both of which are key arterial routes. This is to minimise travel time between the Hub and key transport links whilst disincentivising travel through the rest of the neighbourhood, which would create disruption to the existing street hierarchy. Similarly, connections to existing public transport options is preferable to maximise the opportunities for multi-modal travel – e.g. a commuter may travel in by bus arriving at Oldham Road and choose to hire an e-bike at the Hub to complete their journey to work which may be in a part of the city-centre which isn't on their bus route.
- 3.4. As demonstrated within the Transport Assessment prepared by Hydrock and summarised within Paragraphs 3.43 to 3.44, this strategy is endorsed through their assessment that there will be no adverse impacts on key junctions within proximity to the Hub – further evidencing that the Hub is well located.
- 3.5. Linked to the above is the availability of land. The Hub will be operated by MCC alongside a future operator partner. There is therefore a preference for sites which are already within the Council's control, noting the Site's freehold is held by MCC. This site also needs to be of sufficient scale to accommodate the Mobility Hub and allow it to be delivered at a scale that is deliverable and maximises public benefits which further reduces the options available.
- 3.6. Finally, it is highly advantageous for the site to be accessible to already established communities within 'Front of Ancoats' as well as other regeneration priority areas which it also has the potential to support, thus increasing the numbers of people who could utilise and benefit from the facilities within the Hub.

It is therefore considered that the only sensible candidate site for the Hub is its current one on the Poland Street Industrial Estate which is within MCC ownership and near both Oldham Road and Front of Ancoats.

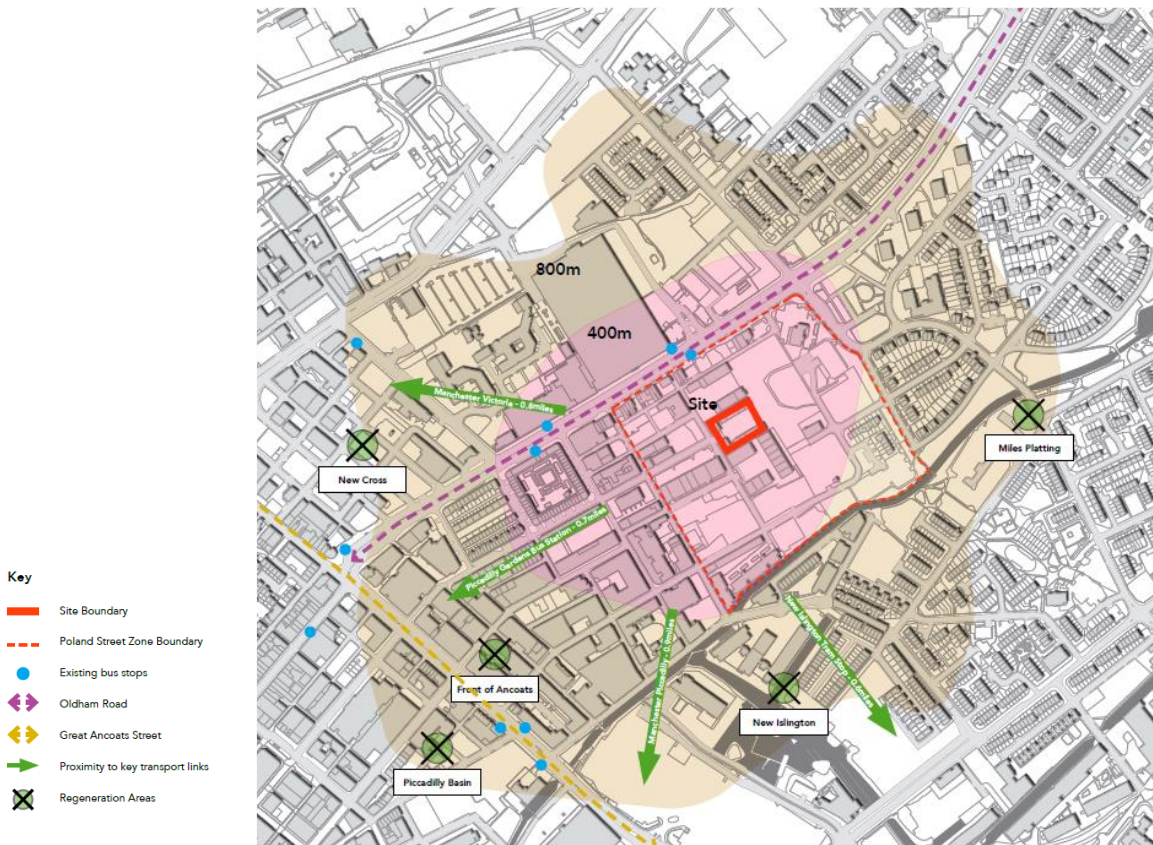


Figure 2 - Key locational advantages

**Immediate Spatial Considerations**

**Strategic Considerations**

- 3.7. It is also important to understand whether the Mobility Hub is well located when considered against MCC’s relevant regeneration guidance. The most pertinent documents are the City Centre Transport Strategy and the Ancoats and New Islington NDF.
- 3.8. With regard to the urban design principles of the NDF, an assessment has been presented in the Design and Access Statement prepared by Buttress with a summary of how the scheme adheres to these principles presented below:
  - Sense of community – The Hub provides opportunities to meet people and forms a critical part of the Poland Street Zone neighbourhood, helping to create a community through the provision of high-quality facilities for residents. The Hub has been designed to be inclusive and accessible to a wide range of people and is of sufficient scale to contribute to creating a vibrant, high-density community within Ancoats.
  - Transformed connectivity – the Hub will improve travel options for residents within the Poland Street Zone, providing additional connectivity via bike and car. It will also include high quality landscaping which will help continue an existing route from the City Centre along George Leigh Street which currently terminates at the Site. The Hub will also present a significantly improved streetscape on Poland Street, a prominent ‘east-west’ route through Ancoats.
  - Local movement and accessibility – as above, the Hub will provide access to sustainable transport options for residents of the Poland Street Zone improving travel option choices. The Hub will also include a Delivery Hub facility that will become a central point for deliveries which will complete their final mile journey via a sustainable transport mode including e-cargo bikes and electric vehicles.

- Streets – will create a new route, extending the route created by George Leigh Street as presented above. The Hub will also introduce traffic calming measures on Poland Street alongside Traffic Regulation Orders (double yellow lines).
- Form – the Hub respects the eight-storey height guidance within the NDF. It contributes to the delivery of a high-density neighbourhood where a mix of uses are accommodated.
- Sustainability – the Hub has excellent credentials in this regard supporting MCC’s journey to Net Zero Carbon through incorporating a forward-thinking all-electric energy system alongside substantial amounts of renewable energy technologies – most notably through a substantial amount of PVs at roof level. The Hub will include high quality landscaping, including new tree planting, that will improve biodiversity on site.

3.9. Beyond urban design principles, an important objective from the Poland Zone NDF (2020) is to encourage a diverse and multi-generational community within the Poland Street Zone and further consideration is given to how the Hub could support this ambition within Paragraphs 3.29 and 3.30. More widely, from a perspective of justifying why the Site is an appropriate location for the Hub, it is prudent to note the features of Ancoats which make it a genuine neighbourhood of choice for a wide range of residents who can benefit from the Hub’s offering:

- Proximity to Manchester City Centre and its wide range of employment, leisure, and retail opportunities.
- A good range of housing typologies including mill conversions, townhouses, modular homes, apartments, and penthouses.
- Proximity to a number of primary schools, most notably the New Islington Free School, and nurseries. This is particularly important to established professionals and young families.
- Wide range of amenities and services within easy walking distance including New Islington Medical Practice, supermarkets (e.g. Aldi), and independent food retailers (e.g. Ancoats General Store).
- Within walking distance of major public transport interchanges at Manchester Victoria and Manchester Piccadilly as well as bus services on Oldham Road.
- Due to benefit from investment in cycling infrastructure as part of the Beelines initiative.
- Proximity to major arterial routes, making it highly accessible for longer journeys.
- High quality public realm at Cutting Room Square and nearby green space in the form of Ancoats Green. Strong connectivity to Manchester’s blue infrastructure via the Rochdale Canal.
- Sought after cultural and entertainment scene through its wide range of popular food and beverage businesses (including Manchester’s only Michelin starred restaurant Mana) and institutions like Halle St Peter’s.

#### **Responds to MCC’s City Centre Transport Strategy**

- 3.10. The City Centre Transport Strategy describes a vision up to 2040 and notes that the type of people and goods that are moved around the City Centre must change to deliver a liveable city and meet Manchester City Council’s growth, clean air and net zero ambitions.
- 3.11. It is notable that the Ancoats Mobility Hub was cited in the document as specific infrastructure that would warrant the creation of an early business case to support its delivery. In particular, the City Centre Transport Strategy states that the Ancoats Mobility Hub 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 by providing infrastructure that offers sustainable alternatives.
- 3.12. A detailed consideration of how the Hub meets the ambitions within the City Centre Transport Strategy is presented within Table 3.3 of the Transport Assessment prepared by Hydrock but has

been replicated below.

3.13. In addition, the Strategic Case for the Hub prepared by Hillbreak also includes a mapping exercise between the principles it sets to support the Hub and the priorities within the City Centre Transport Strategy.

Ambition	Mobility Hub
<p><b>Walking is the main way of getting around the City Centre</b></p>	<p>The Mobility Hub consolidates parking supply within the Poland Street Zone into a single area removing residential traffic from the wider network of streets.</p> <p>The Mobility Hub is within close proximity to Oldham Road on the key route network and will capture commuting and visitor trips and promote walking and cycling into the City Centre and city core during the early years of the Mobility Hub.</p> <p>The Mobility Hub includes high quality landscaping and shall facilitate the delivery of The Yard, a new space outside the southern elevation which will interact with other public facing facilities. This will also link into the wider public realm and landscaping priorities for the area providing an attractive and safe route into Ancoats and the wider City Centre.</p>
<p><b>The City Centre is cleaner and less congested</b></p>	<p>The Mobility Hub proposals include 150 cycle parking spaces, 408 car parking spaces (including a 25% provision of EV charging facilities within the base build, with infrastructure provision in place for 100% EVC parking bays if and when required in the future), car club and car sharing facilities, a ground floor commercial unit, and a delivery hub. These proposals will potentially assist with the removal of vehicle trips from the network on the edge of the City Centre and promote walking and cycling as a primary mode of travel during the early years of the Mobility Hub.</p> <p>The removal of trips will help to provide cleaner air and a safer environment for City Centre users.</p>
<p><b>More people choose to cycle to destinations within the City Centre</b></p>	<p>The Mobility Hub will provide safe and convenient facilities for commuter/visitor cyclists including secure cycle storage, shower and changing facilities.</p> <p>The Mobility Hub is within close proximity to a safe and attractive cycling network including the proposed 'Beelines' network through Ancoats and New Islington.</p> <p>The Mobility Hub could potentially be a base for TfGM's future cycle hire facilities, which include e-bikes for hire.</p> <p>Furthermore, the proposed Mobility Hub will provide 150 cycle parking spaces, which is greater than (or comparable) to other facilities within the Regional Centre; such as:</p> <ul style="list-style-type: none"> <li>• Salford Central = 100 spaces;</li> <li>• Oxford Road = 50 spaces;</li> <li>• Manchester Victoria = 38 spaces;</li> <li>• Manchester Piccadilly = 43 spaces;</li> </ul>

Ambition	Mobility Hub
	<ul style="list-style-type: none"> <li>• Piccadilly Tower = 194 spaces.</li> </ul>
<p>The City Centre benefits from better public transport connections</p>	<p>Given its central location in relation to a range of sustainable modes of travel, the Mobility Hub provides an opportunity for commuters and visitors to continue the remainder of their journey via cycling or public transport. The Mobility Hub is in proximity to the bus network on Oldham Road and is the at the start of a safe walking route to New Islington Metrolink Stop.</p> <p>The intention for the Hub is that it is digitally enabled infrastructure with access to facilities potentially available via an app. This app could also be used to inform commuters of other sustainable transport options, including public transport, within the local area.</p> <p>MLSDCL and MCC have also been working with TfGM, and will continue to do so, to ensure the Hub is digitally integrated into GM’s wider transport infrastructure</p>
<p>Parking in the City Centre is smarter and integrated with other modes</p>	<p>The Mobility Hub is located within close proximity to Oldham Road on the key route network to capture trips coming into the City Centre. The future aspiration for the Mobility Hub is to be digitally enabled, with the proposed development aiming to tap into an East Manchester wide digital strategy for mobility.</p> <p>As stated previously, the car parking associated with the Mobility Hub will provide 25% provision of EV charging facilities within the base build, with infrastructure provision in place for 100% EVC parking bays if and when required in the future (including rapid charging parking spaces).</p> <p>This is a market leading EV charging provision in Manchester, noting it comfortably exceeds the provision within two comparable, recently approved schemes where substantial public car parking provision was provided.</p> <ul style="list-style-type: none"> <li>▪ Crown Street Phase 2 – 10% provision (38 out of 389 spaces)</li> <li>▪ Mayfield – 11% provision (60 out of 543 spaces)</li> </ul> <p>The Mobility Hub plays an important integrated role in providing alternative forms of transport into the City Centre, including cycle storage and hire.</p> <p>As referenced above, the intention is that the Hub is digitally enabled infrastructure allowing a smarter approach to transport.</p>
<p>Goods are moved and delivered sustainably and efficiently into and within the City Centre</p>	<p>The Mobility Hub provides an opportunity to recognise the changing role of streets throughout the day. As a result of the Covid-19 pandemic the way in which streets are used has changed, in Ancoats especially, using the streets for leisure uses rather than for vehicles has become an attractive concept.</p> <p>As such deliveries by vehicles throughout the day have come into conflict with the changing nature of streets. The Mobility Hub provides an opportunity to remove sporadic deliveries throughout the day to be</p>

Ambition	Mobility Hub
	<p>consolidated into one area whilst the last section of the journey is made by cargo bikes or smaller electric vehicles.</p> <p>This is a vastly improved situation to existing where multiple individual couriers have to deliver to each individual development, often required to park on pavements to gain access. This creates a poor-quality street environment and also may cause concern about restricting inclusive access across the neighbourhood; especially for disabled people or children in buggies.</p>
<p>Innovation is embraced where it benefits the City Centre and its users</p>	<p>The Mobility Hub is a step forward in supporting the City Centre’s transition to a future mobility zone.</p> <p>As stated previously, the car parking associated with the Mobility Hub will provide a market-leading 25% provision of EV charging facilities within the base build, with infrastructure provision in place for 100% EVC parking bays if and when required in the future (including rapid charging parking spaces).</p> <p>As referenced above, the intention is that the Hub is digitally enabled infrastructure allowing a smarter approach to transport.</p>

## The Hub’s role in supporting future growth and servicing demand

3.14. As illustrated within Section 1, Ancoats has established itself as one of Manchester and the UK’s most popular neighbourhoods; however, despite this success, there is still a significant amount of brownfield land within the wider neighbourhood that should come forward for development in the coming years.

### Residential demand remains strong

3.15. It is critical that development is brought forward on highly sustainable sites that benefit from proximity to the wide range of employment, leisure, and retail opportunities, and existing transport infrastructure within Manchester City Centre. This approach restricts the amount of greenfield land that needs to be released to meet Manchester’s housing requirement.

3.16. There is clearly huge demand for residential accommodation within Ancoats. Despite the significant amount of development has been delivered in recent years, developers are still bringing forward schemes including M4nchester Two Limited’s Bengal Street scheme. In addition, Manchester Life’s New Little Mill refurbishment completed during 2020.

3.17. Manchester Life’s existing Built to Rent portfolio within Ancoats and New Islington (comprising of Sawmill Court, Smith’s Yard, Cotton Field Wharf, and Weavers Quay) is currently operating at an average occupancy of over 95% - clearly demonstrating demand for people to live in the neighbourhood.

3.18. It is similarly clear that there is demand for ‘market-sales’ residential development. Within Manchester Life’s New Little Mill scheme, 56 units have sold since the development launched with only 12 remaining (17%). Similarly, out of the 124 dwellings within Murrays’ Mills there is currently only one on the market and available for purchase. Further context on the residential market in Manchester can be found within the Planning Statement prepared by Deloitte.

### Neighbourhood characteristics influence car ownership requirements

3.19. As well as being able to demonstrate demand for residential accommodation, Manchester Life

can confirm that existing car parks within their Build to Rent developments are sold out and have a combined waiting list of 50 plus residents. Whilst there may be other areas of the City Centre where low or no car parking could be achieved, it is clear that there is demand for car parking within Ancoats as a result of its locational and demographic advantages.

- 3.20. A vision for future growth within Ancoats is set out in the Ancoats and New Islington NDF, with the most recent version focussing on the Poland Street Zone. This envisages that up to 1,612 new homes could be delivered within this part of the Ancoats neighbourhood. These homes are envisaged to be delivered in the medium term, noting that Manchester Life alone have delivered over 1,400 homes across Ancoats and New Islington since their inception just seven years ago in 2014.
- 3.21. The Hub is intended to primarily provide car parking for residents within the future developments in Ancoats' Poland Street Zone, with the 408 car parking spaces equating to a 25% provision when considered against the 1,612 new homes that could be delivered across the Poland Street Zone.
- 3.22. This is considered an appropriate average to use as a benchmark and is based on a review of recent planning permissions, as noted within the Transport Assessment prepared by Hydrock. Currently, developments within Ancoats tend to provide an average of 30% car parking to meet demand from future residents. This provision is often provided on-site although there are examples where this provision is 'topped up' to achieve a 30% provision through the purchasing of leases in nearby multi-storey car parks. In light of a shift away from car ownership within the typical City Centre demographic (although, crucially, not all City Centre dwellers as explained below) it is considered that providing a 25% provision for the NDF area (rather than 30%) within the Hub is appropriate.
- 3.23. This move will also encourage lower car use and encourage a modal shift towards different types of travel options. It is important to note that the Hub has the ability to adapt to emerging trends. For example, should car parking demand decrease and cycle parking demand from visitors and commuters increase substantially spaces could be retrofitted to accommodate additional cycle parking. Similarly, the Hub has been designed so that it can accommodate an increase in EV charging points up to 100% of capacity should demand grow in the coming years.

#### **Supporting commuters in the short term, responding to changing conditions in the City Centre**

- 3.24. In the short term, whilst development catches-up, the Hub will be used by visitors and commuters with a minimal provision (7%) retained for these groups throughout the Hub's lifetime. An option for a short-term season-ticket option for existing residents in Ancoats will be explored. This season-ticket could also be explored for residential development being delivered across Oldham Road within New Cross. This would only ever be a short-term measure, noting that the primary function of the Hub is to provide car parking to support future developments within the Poland Street Zone.
- 3.25. A lack of appropriate, secured car parking is already an issue within the wider neighbourhood and has historically impacted existing communities within East Manchester. The City Council has sought to tackle this on a piecemeal basis over the years, implementing both Traffic Regulation Orders and Controlled Parking Zones. However, this has often led to the issue being moved on to other areas, with the Poland Street Zone particularly badly affected due to its relative proximity to the City Centre.
- 3.26. Over the years, Manchester City Centre has seen a general trend towards the loss of surface car parking and City Centre car parking spaces as these sites are developed out. Despite benefitting from a high-quality public transport network, it remains the case that many commuters still need to access Manchester City Centre by car. This requirement has been offset to a certain degree by the rise in popularity of City Centre living where young professionals who may have chosen to live in suburban house-shares but now have the choice to live in the City Centre.
- 3.27. However, achieving a full modal shift towards a potentially car free City Centre is a long-term ambition. The Mobility Hub will – in the short term – help support the loss of car parking spaces within the City Centre and provide space for commuters who are still important to support growth

within the city. This provision will reduce over time as residential development comes forward in Ancoats until a minimal 7% provision remains. However, alongside car parking spaces, the Mobility Hub will offer other sustainable transport options including a car club, electric vehicle charging points, and cycle parking.

- 3.28. Additionally, Ancoats is home to an increasing number of businesses who have employees that will need safe and reliable parking. There are a wide range of businesses located in Ancoats, including the Hallé and restaurant operators through to the Princes Trust and other office occupiers who should be catered for. In addition, many of these businesses are customer facing which creates additional potential demand for car parking that should be accommodated. It is considered that local demand is a key factor in commuter/visitor parking demand within the Hub.

### **Supporting a diverse community within Ancoats**

- 3.29. A key part of the vision for the Poland Street Zone, as outlined within the NDF, is an ambition to curate a diverse and multi-generational community through providing a housing mix and living environment that opens up the Ancoats' urban lifestyle to a broader range of people. This will still include young professionals, who arguably are the prevalent demographic within developments delivered in Ancoats to date. However, increasingly Ancoats is attractive to young families, established professional couples, and older residents looking to benefit from living closer to attractions within the City Centre. These groups may have a greater need to use a car than young professionals, as set out below, and it is critical that we still envisage a future where cars are relevant for City Centre living:

- Those who may need to use a car as part of their job, noting that not all workers are office-based and may not be able to do their job working from home. This group may still want to be able to benefit from proximity to the City Centre and its wide range of leisure and retail opportunities.
- Elderly people who want to downsize and benefit from the same locational advantages that arise from living within the city-centre. This group may be less mobile than others and want the opportunity to also have a car.
- Young or established families who may want the choice to have a car to simplify travel arrangements.
- Individuals or couples who have relatives or friends who live in more remote parts of the country which are difficult to access by public transport. This group may want the choice to drive directly back when visiting friends or family.

- 3.30. Critically, the Hub would offer the choice to suit the needs of an individual dependent on their circumstances. This includes the ability to acquire the right to park or access to a centralised facility with Car Club / Car Sharing opportunities.

- 3.31. Developing this point further, the Hub will be pioneering in breaking the traditional link between residential leases and car parking leases. Typically, these arrangements align the car parking lease with the residential lease (with a premium paid on purchase / rental prices for the car parking lease) and do not offer flexibility for those who circumstances may change over time. For example, a couple who may not be able to purchase a lease for car parking with their apartment but want to start a family and decide they need a car. In this situation, the couple may choose to leave the City Centre, or even Manchester, in search of a property where car parking can be provided. The Hub will allow a resident to acquire and relinquish a right to a parking space as their circumstances change, creating a unique level of flexibility for future residents in the Poland Street Zone. This 'right to access' will be available for residents within Built to Rent or Market Sale accommodation, maximising the number of residents who can benefit.

- 3.32. Whilst there are developments in the City Centre which provide limited or zero car parking, it is considered that the majority of these schemes tend to apply to sites where viability and technical constraints that prevent it being delivered. This may not apply as readily to the Poland Street Zone.



- 3.33. In summary, the Hub will play a critical role in supporting future residential growth and meeting identified demand from those residents who choose or need to rely on car parking but still want to benefit from proximity to the City Centre, and also want to live in one of Manchester's most desirable neighbourhoods.

## The Hub as an enabler of more effective place making and place management

- 3.34. Unlike the transformed 'Front of Ancoats' area, the quality of the built environment within the Poland Street zone is more variable and largely characterised more by low quality industrial estates and vacant plots. The Transport Assessment prepared by Hydrock identifies that there are also a large number of surface car parks operating within the Poland Street Zone that currently detract from the attractiveness of the area. Combined, these accommodate 263 car parking spaces.
- 3.35. In addition, there is a more pronounced issue with on-street car parking - particularly around Ancoats Green.

### Facilitating an uplift in quality

- 3.36. The Hub should be seen as neighbourhood infrastructure and part of a wider series of actions that combine to create place-based improvements in Ancoats. A key benefit that arises from delivering the Hub as a centralised facility for car parking and deliveries is that it reduces the need for these facilities to be provided at each individual residential development that comes forward in the Poland Street Zone.
- 3.37. This is particularly powerful when considering the impact that on-site car parking provision has on design, in particular reducing the amount of active frontage that can be delivered on each site which in turn has an adverse impact on the streetscape and the public pedestrian environment. Typically, car parking provision for residential development is provided within:
- Central courtyards between buildings or within undercrofts;
  - Dedicated on-site surface car parks (often behind secured boundaries like fencing or railings),
  - Within expensive basements which may not be viable in areas like Ancoats where there are restrictions on scale and quantum of development.
  - At first floor, utilising a ramp system to gain access which still reduce space available for active frontages at ground floor.
  - Off-site car parking options including dedicated multi-storey car parks or leasing spaces from existing facilities.
- 3.38. The Hub will allow for on-site car parking within the Poland Street Zone to be restricted to a small number of accessible car parking spaces for disabled persons. This is the approach being delivered at Manchester Life's Eliza Yard residential scheme which will only provide two on-site car parking spaces alongside acquiring the right to park within the Hub for up to forty residents (equating to a 34% provision).
- 3.39. As a result of on-site car parking being removed, more positive design features can be incorporated into future proposals – particularly benefitting the streetscape where areas previously given over to security fencing or car park entrances can now become active frontage. This is particularly important when developing within the Ancoats Conservation Area, which covers the entirety of the Poland Street Zone and necessitates a rigorous approach to overall design quality including the repair and reinforcement of the Conservation Area's defining characteristics.



Figure 3 – Potential Key Active Frontages in Poland Street Zone

### Reducing trips through the Poland Street Zone

- 3.40. As explained above, the Hub will facilitate place-based improvements in building design across the framework area but should be supported by further complementary measures delivered by others. Notably, MCC is currently preparing the Poland Street Zone Public Realm and Traffic Regulation Order Strategy. This will build on the landscaping principles presented within the NDF and create a joined-up strategy for public realm both in terms of the quality needed and the connections created. Supporting this will be a suite of Traffic Regulation Orders – for example, double yellow lines – which will restrict the opportunity for on-street car parking that currently blight large parts of Ancoats. It is intended that TROs are implemented by MCC by the time that the Hub opens in 2023.
- 3.41. In addition, the Hub will be supported by ‘site specific’ Traffic Regulation Orders, as set out within the Transport Assessment prepared by Hydrock. These include double yellow lines along Poland Street and traffic calming measures, including a coloured raised table surface within the vicinity of the Hub’s site access.
- 3.42. In addition, the Hub will effectively centralise residential associated vehicle movements within the Poland Street Zone. These, alongside the proposed neighbourhood TROs, will have a positive effect on traffic flows at key junctions, across the Poland Street Zone. The Transport Assessment prepared by Hydrock concludes in that the vehicle impacts associated with the Hub at all junctions tested within their report are not severe, with the junctions clearly operating within capacity, and will result in minimal change within modelling scenarios reflecting the Hub becoming operational.
- 3.43. Furthermore, an additional scenario has been modelled which considers how many trips across the Poland Street Zone would arise if the Hub was not delivered and instead on-site car parking (at 30%) was instead provided. In this scenario, over the course of a 24-hour period, the provision of the Mobility Hub is forecast to reduce the number of movements through all of the junctions within the study area as the vehicle movements are consolidated to one site rather than routing through the entirety of Ancoats.

- 3.44. The provision of the Mobility Hub also reduces the distances travelled within the NDF area by 1,197 km over a 24-hour period, a significant reduction in vehicle distances and vehicles routing through the masterplan area. This analysis is presented within the Transport Assessment prepared by Hydrock on the basis that trips from the Hub to key arterial routes, notably Oldham Road, will be shorter than if they started from individual developments themselves which could be located further into the Poland Street Zone. Without the provision of the Mobility Hub, parking provision will be spread throughout the neighbourhood impacting on pedestrian and cycling amenity.
- 3.45. It is also important to consider how the delivery hub element to the Mobility Hub could have a positive impact on the streetscape which is currently blighted by uncoordinated parcel and courier deliveries across the neighbourhood. Without a centralised facility, multiple individual couriers have to deliver to each individual development, often required to park on pavements to gain access. This creates a poor-quality street environment and also may cause concern about restricting inclusive access across the neighbourhood; especially for disabled people or children in buggies. The Hub would instead allow these parcels to be collected centrally and then issued on bulk to residential developments using a sustainable mode of transport. This represents a substantial improvement on the current situation.
- 3.46. The overall aim of the Mobility Hub and associated delivery hub is to reduce and confine vehicle trips whilst providing a coordinated alternative to deliveries to the Poland Street NDF developments. The Mobility Hub is located toward to edge of the Poland Street Zone which is expected to reduce vehicles routing through the area. As discussed qualitatively in the Air Quality Assessment, the provision of the Mobility Hub will aim to provide a betterment in terms of traffic in the Poland Street NDF which has the potential to lead to improvements in local air quality.
- 3.47. Given that this will be an MCC owned facility and the strategic role it will play it is envisaged that MCC's Planning and Highways Departments will insist that Travel Plan Frameworks and Detailed Travel Plans prepared in support of planning applications should publicise the facilities available at the Hub, in particular those which relate to sustainable travel such as car club and cycle parking. The Travel Plan Frameworks for a number of schemes coming forward across Ancoats and New Islington – as alluded to within Paragraph 1.6 of this Statement – currently reference the Hub and its offering, setting the tone for future developments in this neighbourhood.
- 3.48. In summary, currently the Poland Street Zone suffers from the presence of a number of poor-quality surface car parks and a proliferation of uncontrolled on-street car parking both of which severely detract from the neighbourhood's character. The Hub presents an opportunity to consolidate car parking and delivery facilities within one central hub rather than within each individual site. This would allow for an enhanced design to be presented on each site that comes forward within the Poland Street Zone, in particular through improved active frontages at ground floor.
- 3.49. A Transport Assessment has been prepared by Hydrock which demonstrates that the Hub only lead to minimal change to junction capacity within modelling scenarios reflecting the Hub becoming operational. In addition, Hydrock ran an additional scenario which considers the impact on the highway network 'without the Hub' with on-site car parking provided within developments. This demonstrates the clear positive impact of the Hub on the pedestrian and road environment, reducing the number of trips across the neighbourhood.
- 3.50. It is clear that the Hub has a positive impact on the quality of the neighbourhood in its own right but it should be supported by measures brought forward by other parties. This includes a neighbourhood wide Public Realm and Traffic Regulation Strategy which will alleviate the issues caused with on-street car parking. It will also be supported by MCC's Planning and Highways Departments requiring Travel Plans, as a referenced document on decision notices and / or as a condition of a planning permission, publicise the facilities within the Hub.
- 3.51. Overall, the Hub and the additional measures described above combine to facilitate place-based improvements across the neighbourhood.

## The Hub's unique value add, addressing a modal shift in transport and contributing towards the journey to Net Zero.

- 3.52. The Applicant recognises the important of Manchester's journey towards achieving Net Zero Carbon by 2038. The Hub will play its part in achieving this ambition.

### **Sustainable Credentials - playing its part in the journey towards Net Zero**

- 3.53. The Hub demonstrates its sustainable credentials through design measures, its energy strategy, and promoting sustainable travel measures.
- 3.54. In terms of design, the Hub incorporates a 'fabric-first' approach through setting parameters for the construction of the building. These measures are focused on the ground floor due to the need to naturally ventilate the upper floor where car parking / car club spaces are located. A series of challenging parameters have been set in terms of u-values, air permeability, and heating and cooling systems. In addition, the building will be operated using an all-electric system which benefits from tapping into the decarbonising National Grid.
- 3.55. The Hub incorporates over 400 photovoltaic cells (PVs) at roof level which provide renewable energy for the building and will directly charge the seven proposed rapid charge (50kW) electric vehicle charging points within the building which be available for visitor parking. According to Drive Electric<sup>1</sup>, an hour's charge from a standard 'Fast' 7kW EVC charging point will add 25miles to the battery range. However, in the same time, a 'Rapid' 50kW EVC charging point will add 175 miles to the battery range (a 500% increase).
- 3.56. The Hub also incorporates sustainable measures within its façade design, including green walls on the East, West, and South elevations. The South Elevation in particular has a substantial amount of green wall on the façade, recognising its prominent location and benefitting from receiving good levels of sunlight throughout the day. The green wall will incorporate a rich variety of species. In addition, a high-quality landscaping scheme has been designed by Planit-IE which will include additional planting and enhanced tree provision in terms of numbers and quality. Overall, the Hub will deliver biodiversity net gain on site.
- 3.57. Further detail is provided on sustainable transport facilities at the Hub (most notably car sharing and bicycle hire) in the paragraphs below, however it is important to highlight the benefits that the Delivery Hub will have on the environment within Ancoats. As a centralised facility, couriers will access the Hub and drop off their deliveries which will reduce the number of trips that they then need to make around Ancoats itself. The 'last mile' delivery for packages will be undertaken by the Delivery Hub operator using e-cargo bike or electric vehicle with a substantially reduced carbon footprint as a result.
- 3.58. A Sustainability Statement has been prepared by Buro Happold which maps the performance of the Hub against MLSDC's own Sustainable Development Framework. This framework explains MLSDC's vision of sustainable development and how it will play a role in Manchester's journey towards achieving net zero. This report also cross references their framework against relevant United Nations Sustainable Development Goals, demonstrating how the Proposed Development achieves against this.
- 3.59. In the absence of a clear, project-level MCC Sustainability Framework for the Ancoats Mobility Hub to be tested against, this is considered an appropriate response to demonstrate the Proposed Development's sustainability credentials. The framework ensures delivery of a scheme that is sustainable from an environmental, social and economic perspective through embedding a number of key outcomes:

#### **Environmentally Regenerative**

- Ensuring and demonstrating alignment with the Manchester target of Zero Carbon by 2038.

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<sup>1</sup> DriveElectric (2019) <https://www.drive-electric.co.uk/how-long-does-it-take-to-charge-an-electric-car/>

- Responsible use of materials and resource. Promoting use of low impact materials, recycling and waste reduction.
- Restoring natural assets and designing in resilience to future climate change.

#### **Socially Inclusive**

- Delivering positive outcomes for local people and communities.
- Create place, spaces and positive experiences that welcome, engage and inspire all.
- Encouraging active and mindful activities, promoting active lifestyles and sustainable travel.

#### **Economically Prosperous**

- Creating a hive of enterprise for business growth.
- Supporting and enabling other businesses growth.

3.60. The Sustainability Statement outlines a wide number of benefits ranging from environmental improvements but also ways in which the Hub can promote social and economic sustainability; including through delivering apprenticeships, providing local employment, and creation of business taxation receipts that will benefit MCC in perpetuity.

3.61. Further details can be found within the Environmental Standards and Energy Statement and Sustainability Statement both prepared by Buro Happold and submitted as part of this application.

#### **Facilitating a modal shift in transport**

3.62. Equally as important as the Hub's direct contribution to sustainability is its role driving forward a modal shift in Ancoats and, more widely, Manchester.

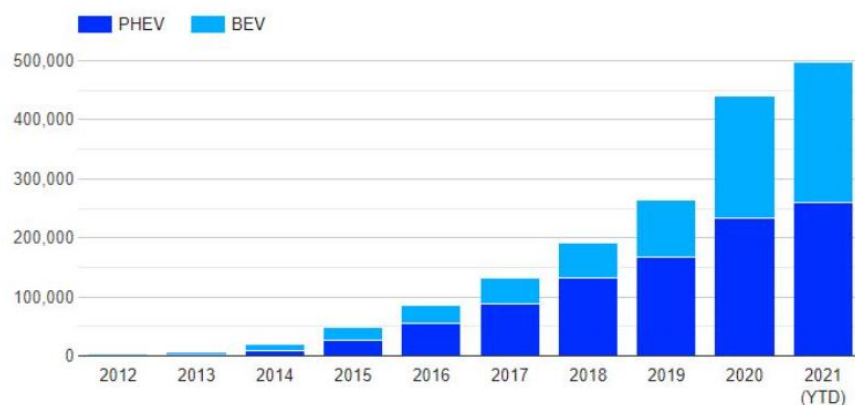
3.63. As outlined above, the Hub will include a market leading EV charging provision in Manchester, noting it comfortably exceeds the provision within two comparable, recently approved schemes where substantial public car parking provision was provided. It is understood that the spaces in these schemes are only delivering 7kW EV charging points and are simply multi-storey car parks rather than a Mobility Hub with wider transport facilities under one roof.

- Crown Street Phase 2 – 10% provision (38 out of 389 spaces)
- Mayfield – 11% provision (60 out of 543 spaces)

3.64. This market leading provision of EV charging points is a substantial public benefit. It plays a significant role in supporting the transition towards electric vehicles becoming more prevalent in society. It is well documented that the UK has proposed a ban on sales of all polluting vehicles by the end of 2035 which will increasingly influence the market as time goes on.

3.65. According to data from the Department for Transport, Society of Motor Manufacturers and Traders, and the Office for Low Emission Vehicles, the number of electric cars registered in the UK – as of the end of March 2021 - was more than 495,000 plug-in vehicles with approx. 235,000 BEVs (Battery Electric Vehicle) and 260,000 PHEVs (Plug-in Hybrid Electric Vehicle) registered. In addition, 2020 saw the biggest annual increase in number of registrations, with more than 175,000 electric vehicles registered showing a growth of 66% on 2019. This was despite the impact of Covid-19.

### Cumulative number of plug-in vehicles registered in the UK (2012 to date)



Source: SMMT, OLEV, DfT Statistics. Updated: March 2021

next greencar™

- 3.66. Globally, the trend is similarly pronounced. Deloitte’s<sup>2</sup> global EV forecast projects a compound annual growth rate of 29 per cent over the next ten years. Total EV sales are projected to continue growing from 2.5 million in 2020 to 11.2 million in 2025, then reaching 31.1 million by 2030.
- 3.67. Needless to say, the increased popularity of electric vehicles over traditional combustion engine vehicles will have a significant impact on overall emissions over the lifetime of both vehicles. In light of this dramatic change, significant weight should be given to supporting developments like the Hub which are driving this market-leading provision and have already secured capacity to allow this provision to be scaled up to 100% as demand grows.
- 3.68. The Hub will incorporate a number of mechanisms to encourage the transition to electric vehicle charging, noting that these spaces will be actively managed via the booking system on the digital platform. Additionally, clearly defined trigger points for increasing EV charging provision depending on take-up would be established. These would apply to both the ‘commuter/visitor’ and ‘resident’ spaces.
- 3.69. In addition to EV charging points, the Applicant has approached a number of car club providers to gauge understanding with positive responses received showing a strong level of interest despite the early stage of the project. The provision of car club (20 spaces) and car sharing facilities (10 spaces) will promote flexibility in how people can access vehicles, in particular for individuals or couples who only need to use their car at weekends and – if a reliable and well managed car club scheme was available – may consider using this rather than the more expensive option of owning a car outright.
- 3.70. Finally, the Hub enables an increase in cycling in Ancoats and the wider City Centre through its substantial provision of 150 commuter/visitor cycle parking spaces. This provision is considerable – especially when compared to other transport interchanges; for example, Manchester Victoria only provides 38 cycle parking spaces<sup>3</sup> and Manchester Piccadilly provides 43 cycle parking spaces<sup>4</sup>. Supporting the commuter/visitor cycle parking spaces, a cycle hub is being provided to meet the needs of cyclists commuting into the area. Cycle storage, changing, locker and shower facilities will be available, and it is envisaged a few combinations of these facilities will be available via a tiered membership system.
- 3.71. In addition, bike hire services will be available including the ability to hire e-bikes through TfGM who will provide these at the Hub. The use of e-bikes is likely to revolutionise cycling uptake in the

<sup>2</sup> Deloitte (2020) Electric vehicles: Setting a course for 2030 <https://www2.deloitte.com/uk/en/insights/focus/future-of-mobility/electric-vehicle-trends-2030.html>

<sup>3</sup> <https://www.nationalrail.co.uk/stations/MCV/details.html>

<sup>4</sup> [https://www.nationalrail.co.uk/stations\\_destinations/man.aspx](https://www.nationalrail.co.uk/stations_destinations/man.aspx)

UK as these become more accessible and mean that more places are easily accessible by bike. Currently, their high initial cost of investment is a barrier to entry for many, so a hire service is likely to be popular with residents of Ancoats and New Islington

- 3.72. In summary, the Hub can demonstrate strong credentials as sustainable development bringing environmental, social, and economic benefits to the local area. It will also support wider modal shifts within society related to transport, in particular noting the increased popularity of electric vehicles which are likely to grow quickly in the coming years.

## **The Hub's as an exemplar in operational management**

- 3.73. A key component to delivering a successful Ancoats Mobility Hub that makes a positive impact on Ancoats and its residents will be effective management. This is both in terms of efficient operational management of the development but also ensuring that the wider conditions to maximise the chance of success are managed.
- 3.74. It will be important to develop a forward-thinking model relating to management of the car parking spaces so that the Hub can deliver on its principal ambition to support future residential development in the Poland Street Zone. This will be achieved through a number of principles set out below.

### **Priority given to future residents whilst allowing short-term use**

- 3.75. Parking spaces for developments will be allocated as required and the exact mechanism for this will be formalised as part of a Collaboration Agreement between local landowners with an interest in the Poland Street Zone. This will demonstrate their commitment for future developments using the Hub and dialogue between key landowners has been on-going.
- 3.76. Manchester Life has already committed to use the Hub to provide the parking for approximately 300 homes, with more in the pipeline. The Hub will also support MCC's proposed Rodney Street housing scheme as well as other developments believed to be coming forward in the medium term.
- 3.77. The Mobility Hub Operator will be asked to develop a parking season ticket scheme which prioritises existing residents without parking provision followed by workers commuting into existing business premises in the Ancoats and New Islington area. This, in conjunction with an overarching public realm and Traffic Regulation Order strategy being brought forward by MCC, will address the persistent and growing issue of informal on-street parking which is causing problems for longstanding residents. The duration of season tickets will be managed by the operator to ensure capacity is managed in a manner which prioritises new residential developments in the Poland Street Zone.

### **Management and pricing to encourage its use as an alternative to on-street parking**

- 3.78. It is recognised that a competitive pricing structure may be required to allow it to compete with potentially cheaper options – in particular existing surface car parks – and maximise the uptake of spaces within the Hub.
- 3.79. As referenced above, MCC are proposing a neighbourhood-wide Public Realm and TRO strategy which will reduce the availability of on-street car parking in the area, creating a more attractive streetscape and general environment for residents. This will also support the ambitions of the Hub.
- 3.80. Further discussions will take place between MLSDC, MCC, and the future Mobility Hub operator about whether commercial incentives can be introduced to further encourage use of the Hub, balancing access with the need to deliver a viable scheme.

### **An innovative approach to car parking leases**

- 3.81. The Hub will operate a 'right to park' leasing option that will be appended to their apartment lease. This is a departure from the traditional model and allows for a more innovative approach to the provision and longevity of parking provision. The traditional model is to offer for sale a long



leasehold interest in a parking space that is coterminous with the long leasehold interest in the dwelling. For Manchester Life this is 250 years. Removing the parking from individual developments and providing it in the Mobility Hub creates the scope to give the homeowners greater freedom and flexibility as to how long they want to own a private car with a parking space.

- 3.82. It will be possible for purchasers of homes to purchase a “Right to Park” in the Mobility Hub for a fixed period, renewable at their option. It will be possible for homeowners to have a “put” option to surrender their parking space back to the Hub should they decide to give up their car in favour of perhaps joining the on-site Car Club. The Hub operator could then “recycle” this space to support further residential development in the area or to accommodate increased demand for Car Club vehicles. The homeowner would receive a payment for the surrender, providing a further incentive to reduce private car ownership. The Hub will also promote active travel including cycling as an alternative.

#### **Communication with the wider community**

- 3.83. The Mobility Hub operator will be tasked with ensuring appropriate commercial incentives and offers targeting residents to promote the use of the alternative mobility offer from the Hub. The operator will be encouraged to liaise with all developers and asset managers in the area to ensure they have full information for any travel planning frameworks for their tenants or customers. Further information on this is provided in the Operation and Management Statement submitted with application.

#### **Managing the Delivery Hub**

- 3.84. The Delivery Hub concept is an important part of the overall offer and has the potential to act as a significant disruptor to the current market operators where multiple, individual couriers must deliver to various buildings across Ancoats and the wider City Centre.
- 3.85. The operator will take delivery of small to medium sized parcels at the Hub where they will be stored until either an electric vehicle or cargo bike is full and ready for delivery or the end of the day. The last mile deliveries will be planned and organised to maximise the efficiency of each delivery run.
- 3.86. It is envisaged that larger deliveries of appliances and furniture would still be delivered directly to residential properties due to the impracticality of double handling larger items and the lower frequency of that type of delivery.
- 3.87. The detail of the delivery cycles and vehicles to be used will be developed by the operator in conjunction with MLSDC and MCC.

#### **Exemplar in digital connectivity and access**

- 3.88. There is also significant potential to digitally enable the Hub and allow it to be connected into other digital, place-based strategies across East Manchester and, in the longer-term, the wider City Centre.
- 3.89. Critical to the successful operation of the Hub will be its digital platform. The Mobility Hub Operator will take responsibility for creating the overarching digital framework within which the development of the Ancoats Mobility Hub’s service offer will be provided.
- 3.90. The digital platform will allow access to all mobility services available from the Hub and have the potential to support future neighbourhood amenity and mobility services as they become increasingly digitally enabled. For example, allowing App based access to the Hub and to establish availability. The App could also be used to inform commuters/visitors about sustainable travel options or about events happening in Ancoats. It might also be used to log when deliveries arrive at the Delivery Hub or whether e-bikes are available for hire.
- 3.91. MLSDC and MCC have also been working with TfGM and will continue to do so to ensure the Hub is digitally integrated into GM’s wider transport infrastructure.



# 4. Conclusion

- 4.1. This Report accompanies an application for Full Planning Permission submitted to Manchester City Council (MCC), in respect of land bounded by Poland Street to the west, the City Court Trading Estate to the south, Crown Industrial Estate to the north and Ancoats Green to the east.
- 4.2. The proposals for the Hub seek to support the growth of a resilient, future-ready neighbourhood by embedding sustainable transport choices, smart logistics, and shared services into the heart of the neighbourhood, enabling the next phase of growth in Ancoats and New Islington. The Hub will also have wider benefits in supporting Manchester City Council's ambition for growth within the City Centre and East Manchester, as well as its journey to becoming a Net Zero Carbon city.
- 4.3. This innovative project is proposed to meet the parking requirements of residents and businesses in Ancoats, removing parking from individual schemes in the Poland Street Zone and promoting a shift away from car ownership by providing the infrastructure to offer sustainable alternatives. In accordance with priorities set out in the Poland Street Zone NDF, the Hub will provide sustainable transport solutions and respond to the community's desire to prioritise people over vehicles in the local area by reducing car journeys across the neighbourhood.
- 4.4. MCC has agreed the concept of the Hub as a strategic policy priority. It features as a case study within the recently endorsed City Centre Transport Strategy (March 2021). The Strategy outlines the role that Mobility Hubs will play in the future of city centre access and supports the development of a Mobility Hub within Ancoats.
- 4.5. Additionally, in November 2020, a report was issued to the Manchester City Council Executive which detailed the then emerging concept of the Ancoats Mobility Hub and highlighted how the development will contribute to the delivery of a highly sustainable neighbourhood.
- 4.6. The Hub will enable change and facilitate a modal shift away from dependency on private cars towards cycling, public transport, car clubs and walking, and offer the opportunity to break the traditional link between home and car, through flexible leasing. 25% EV spaces will be provided from day 1 with the capacity for 100% EV, acting as a further enabler towards a cleaner and greener neighbourhood and city.
- 4.7. The Applicant believes that the Site is the ideal location for the Hub to serve local residents with centralised parking and delivery facilities and a range of sustainable transport options, due to its proximity to key arterial routes and existing public transport options. Any other location within the Poland Street Zone would diminish the ability of the Hub to provide benefits to these future residents which is its primary function.
- 4.8. The Hub would specifically address one of the key existing issues within the neighbourhood: on-street and surface car parking. It should be noted that the existing "business as usual" approach to parking significantly detracts from the quality of place, particularly noting that the Site falls within the Ancoats Conservation Area – one of the city's most important historic areas.
- 4.9. Ultimately, the Hub will authentically evolve a neighbourhood from being the 'pioneer industrial suburb of the industrial revolution' to a pioneer suburb for our current times.
- 4.10. In conclusion this Report consolidates the various strands of evidence that combine to form the technical case for supporting the development of the Hub and demonstrates that the development will deliver the overarching economic, social and environmental objectives of the City.



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