



Plot 9a First Street, Manchester Planning and Tall Building Statement

December 2021

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Appendix A – Townscape Considerations

[Appendix B – Green and Blue Infrastructure Strategy](#)

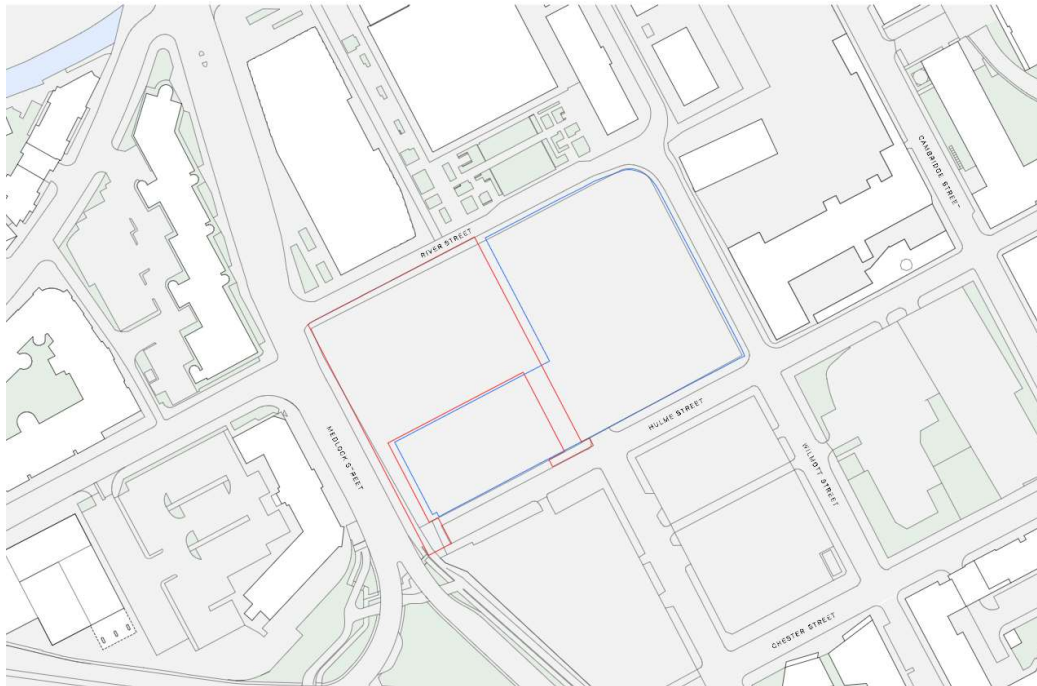
Appendix C – Committed Developments

1 Introduction

Introduction

- 1.1 This Planning and Tall Building Statement accompanies an application for full Planning Permission for the construction of an office-led development on Plot 9a of the First Street Development Framework Area, Manchester City Centre ("the Site"). The Applicant is First Street (Developments) Limited.
- 1.2 The site is located at the south-eastern edge of Manchester City Centre and is bound by River Street to the north, a future development site known as Plot 10 to the east, Plot 9b to the south and Medlock Street to the west.
- 1.3 It measures 0.48 hectares and is currently mostly hardstanding, reflecting its recent use as a temporary car parking area ahead of the plot's permanent redevelopment.
- 1.4 The plan below defines the application site boundary in red, and the Applicant's ownership boundary in blue.

Figure 1.1– Red Line Boundary Plan



The Proposed Development

- 1.5 The Site is identified within the 2018 First Street Strategic Development Framework (SDF) for commercial office development of up to 17-storeys in height and also benefits from an extant planning permission for a 11-storey commercial office with flexible commercial units (Application Reference: 125833/FO/2019), as well as a previous approval for a 17-storey commercial office and hotel development in December 2018 (Application Reference: 121462/FO/2018). The current proposals broadly follow the same design principles as the approved development, albeit form an evolution to these to meet current market requirements.
- 1.6 The Proposed Development comprises a market leading office building where sustainability comes first - delivering a Net Zero Carbon in operation building with market-leading sustainable credentials ("NABER 5.5 STAR") and a focus on energy usage, wellbeing and different types of working, and reduction of embodied carbon from construction.

- 1.7 The building is designed by Jon Matthews Architects (JMA) and is a nine storey building with basement and roof top plant. To achieve the target Net Zero Carbon sustainability ratings, the previous fully glazed approach has been replaced with a much more solid façade (reducing the glazing to c40% as this lets less heat in/out) with the use of high quality natural materials. The appearance will reflect the existing high quality at First Street and the design uses textured masonry around the façade (rather than metal or aluminium). Extensive cycle parking will be provided at ground floor and accessible parking at basement level.
- 1.8 The generous approach to landscaping and public realm broadly remains as previously approved. Planit are retained as landscape architects, ensuring this links into the wider First Street area.
- 1.9 The proposals will deliver the City's key strategic objective for First Street whilst allowing appropriate delivery of commercial office floorspace to contribute to the city's growth.

Pre-application Consultation

- 1.10 The proposals have been subject to pre-application engagement with a wide range of stakeholders over several months. Further details are provided in the Statement of Consultation section of this statement.
- 1.11 Three meetings have been held with senior officers within Manchester City Council's planning department. These meetings have allowed the project team to present the proposals and receive feedback from MCC throughout the design process.
- 1.12 Other stakeholders who were consulted include Manchester City Council's Environmental Health and Highways departments and GMP.

EIA Screening

- 1.13 A Screening Letter was issued to Manchester City Council on 25 October 2019 in relation to the 2019 scheme (125833/FO/2019) which set out the project team's opinion that an Environmental Impact Assessment (EIA) was not required. Manchester City Council provided a Screening Opinion on 1 November 2019 which confirmed that an EIA was not required and advised what information should be covered within the application documentation.
- 1.14 As this version of the Proposed Development is smaller in height and width than the extant development, it is considered to have less environmental impacts and as such an EIA is not required for this application. The project team have taken into account the advice previously issued by Manchester City Council, which is reflected in the proposals.

Application Submission

- 1.15 In addition to this Statement, the Planning Application is supported by the following documents, which have been compiled in line with Manchester City Council's validation requirements and have been agreed via pre-application consultation with the Local Planning Authority (LPA):
 - Planning application form, fees and ownership certificates;
 - Planning application red-line boundary plan prepared by Jon Matthews Architects (JMA);
 - Existing plans, sections and elevations prepared by JMA;
 - Proposed elevations, plans and sections prepared by JMA;
 - Design and Access Statement prepared by JMA;
 - Landscape Plans and Strategy prepared by Planit (landscape strategy included within the Design and Access Statement);
 - Planning and Tall Building Statement (including Statement of Consultation and Green and Blue Infrastructure Statement) prepared by Deloitte;
 - Accommodation Schedule by JMA;
 - Air Quality Assessment by Cundall;
 - Arboricultural Impact Assessment by Urban Green;

- BREEAM Ecology by Bre;
- Contaminated Land Preliminary Risk Assessment by Ramboll;
- Crime Impact Statement by Greater Manchester Police;
- Daylight and Sunlight Amenity Impact Assessment Report by Gray Scanlan Hill;
- Drainage Strategy by Ramboll;
- Energy and Sustainability Statement by Cundall;
- Flood Risk Assessment by Ramboll;
- Framework Travel Plan by Vectos;
- Heritage Statement prepared by Deloitte;
- Local Labour Agreement by ASK;
- Noise Impact Assessment by Cundall;
- Phase 1 Habitat Survey by Penny Anderson Associates;
- Project (Construction) Management Plan by BAM;
- Television and Radio Reception Impact Assessment by GTech Surveys Limited;
- Transport Statement by Vectos;
- Ventilation Strategy by Cundall;
- Waste and Servicing Strategy by Vectos;
- Wind Microclimate Report by Arcaero; and
- Written Scheme of Investigation for Archaeological Mitigation by Pre-Construct Archaeology Limited.

Structure of Statement

- 1.16 The remainder of the Statement is structured as follows:
- Section 2 – outlines the site’s strategic context;
 - Section 3 – describes the site’s location and surroundings;
 - Section 4 – describes the proposals;
 - Section 5 – assesses the proposals against the development plan and any material considerations;
 - Section 6 – evaluates the proposals as a tall building;
 - Section 7 – assesses the proposals against site specific issues;
 - Section 8 – statement of consultation; and
 - Section 9 – summary and conclusions.
- 1.17 The following appendices are included:
- Appendix A – a high level townscape assessment.
 - Appendix B – Green and Blue Infrastructure Strategy.
 - Appendix C – cumulative developments schedule.

2 Strategic Context

Introduction

- 2.1 The Site's relationship to strategic economic growth and regeneration aspirations in this part of the City underlines the importance of sustainable development. The long-term viable reuse of this previously developed site represents an important further step towards delivering the full potential of First Street, and in doing so will make a significant contribution to a range of strategic objectives.
- 2.2 This section considers the Site's strategic, socio-economic, and regeneration context in more detail.

Socio-economic context

- 2.3 Manchester has seen unprecedented growth over the past two decades, with growth concentrated in the City Centre and surrounding wards. With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. MCC projects that the City will be home to 627,000 residents by 2025.¹
- 2.4 Population growth in recent years has been particularly evident in a younger 20-24 and 25-39-years demographic, which is attracted to Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.
- 2.5 Manchester's economy continues to grow at a faster rate than the UK as a whole, with the City Centre as the economic growth engine for both Manchester and the wider region. It has seen a significant increase in development over the past year, building on the City's international reputation as a leading place to live, visit and do business. In 2018, Manchester's GVA per head of resident population was £41,177, compared to £28,729 for the UK average, and is an increase from £37,634 in 2016.²
- 2.6 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business.
- 2.7 The Our Manchester Strategy: Forward to 2025 document identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by the city's competitive, dynamic, sustainable and fair economy. This draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.

Manchester – A Growing City

- 2.8 Over a thirty-year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. MCC has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.
- 2.9 Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.
- 2.10 The Greater Manchester sub-region, which has a resident population of over 2.83 million and a combined Gross Value Added (GVA) of approximately £75 billion, accounts for around two fifth of the North West's

¹ MCC (2020) State of the City Report 2020

² Manchester City Council, State of the City Report 2020

economic output³. In 2021, almost one third of the £75 billion of GVA generated in Greater Manchester was produced in the City of Manchester⁴.

- 2.11 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors. Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure, which has deepened labour markets.
- 2.12 Manchester is one of the fastest growing cities in Europe. GMFM-2019 shows GVA growing at 1.6% per year up to 2037. Total employment is forecast to grow at 0.6% per year in GM, equating to a net increase of 183,000 jobs between 2017 and 2037. Employment growth is largely driven by Business, Financial, and Professional Services - accounting for 45% of the net increase in the total number of jobs in GM up to 2037.⁵

Encouraging the growth of a dynamic private sector

- 2.13 With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London.⁶
- 2.14 Increasingly businesses are looking for benefits from agglomeration. Business sectors that are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff. Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.
- 2.15 Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from one of the largest creative and digital clusters in the UK. This is particularly prevalent in the Technology, Media and Telecoms (TMT) industry as evidenced by the growth of MediaCityUK: UK, for example. In addition, the North West is headquarters to tech companies including boohoo, Booking.com, AO.com as well as privately owned The Hut Group, and one of the fastest growing fashion brands on the web, Pretty Little Thing. Amazon also has a large presence in Manchester and the Ministry of Justice have recently located within the NOMA area of Manchester in 2021⁷.

Mobile and Skilled Workforce

- 2.16 The Manchester City Region offers a high quality and growing workforce of some 7.2 million within an hour's commute of the City⁸. There is access to a pool of skilled people across a wide range of industries, and over 100,000 students in five Higher Education Institutions across Greater Manchester.⁹
- 2.17 A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success

³ Office for National Statistics, *Regional Gross Value Added (balanced) per head and income components tables (released 26 May 2021)*, <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/nominalregionalgrossvalueaddedbalancedperheadandincomecomponents>

⁴ Office for National Statistics, *ibid*.

⁵ Greater Manchester Combined Authority, Greater Manchester Forecasting Model 2019 <https://www.greatermanchester-ca.gov.uk/media/4829/economic-forecasts-for-greater-manchester-accessible-version.docx>

⁶ Ernst and Young (EY) *EY UK Attractiveness Survey (June 2021)*, https://assets.ey.com/content/dam/ey-Sites/ey-com/en_uk/topics/attractiveness/ey-uk-attractiveness-survey-2021.pdf

⁷ Savills, *Market in Minutes: Manchester Offices (May 2021)* <https://pdf.euro.savills.co.uk/uk/office-reports/market-in-minutes-manchester-offices-spring-2021.pdf>

⁸ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>.

⁹ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education>.

has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

Regeneration Context

- 2.18 The Site is a high profile, key arrival point into the southern part of the City Centre. It also sits at a pivotal location in the context of the City Centre's economic growth and regeneration strategies.

The Greater Manchester Strategy

- 2.19 The Greater Manchester Strategy sets out a very clear vision for the city-region. It states that:

"By 2040 Greater Manchester will be one of the world's leading city regions, reaping the benefits of sustainable and inclusive growth across a thriving Northern economy. It will be ever more self-reliant, connected, dynamic, inclusive, digitally-driven, productive, innovative and creative. A destination of choice to live, work, invest and visit, Greater Manchester will be known for the high levels of happiness and quality of life our people enjoy. No one will be held back, and no one will be left behind: all will be able to contribute to and benefit fully from the continued success of Greater Manchester."

- 2.20 The priorities set out within the Greater Manchester (GM) Strategy have been developed around the twin themes of 'Strong People in GM' and 'GM: A Strong Place'. The asset-based approach set out within the strategy underpins each of these themes. GM partners will drive growth and productivity by focusing on the things that GM is good at and has the potential to be even better at: GM will invest in the conurbation's key growth sectors and specialisms, highlight global market opportunities to promote those strengths, and GM will build on the diverse assets across the city-region to ensure that places become attractive environments in which to live, work and invest. The people of GM are the biggest asset and the strategy recognises and builds on the strengths of residents, families and communities, providing high quality, integrated and effective public services to ensure that everyone can meet their full potential. The GM Strategy is currently being refreshed.

- 2.21 The GM Strategy provides the high-level framework for action based on a robust evidence base and the results of public consultation. More detailed plans as identified below, have been developed and led by city-region-wide partnerships, and set out the specific actions, interventions and investment required to deliver the GM strategic priorities and achieve the GM vision:
- **Greater Manchester Spatial Framework - Places for Everyone (2021 Draft)** which will enable an informed, integrated approach to be taken to strategic development planning across the city region. The purpose of the Places for Everyone Framework is to enable GM to manage land supply across the city region in the most effective way to achieve the vision set out in the GM Strategy based on a clear understanding of the role of places and the connections between them. Built on a robust analysis of projected employment growth, including a sectoral analysis of our key growth sectors, and an assessment of demographic change and the housing requirements arising from such change, the Places for Everyone Framework will provide a clear perspective of land requirements, along with the critical infrastructure – transport, digital, energy, water and waste – required to support development. The next iteration of the draft is currently being consulted on. In the longer term, work is expected to begin review and refresh Manchester City Council's Local Plan, in light of the strategic approach set by the Places for Everyone draft.
 - The **Greater Manchester Investment Strategy**, which supports the implementation of the GM Strategy through investment that supports business expansion and job creation primarily through loans that can be recycled to multiply and maximise the impact of investment.
 - The establishment of a second **GM Transport Fund** to underpin an integrated whole-system approach to the management of the GM transport network and the delivery of our transport priorities.
 - The establishment of a new programme to support investment in the cultural offer of Greater Manchester, to support the promotion of GM locally, nationally and internationally, to contribute to improving the skills and employability of GM residents and to support the development of strong and inclusive communities and improved quality of life and wellbeing for GM residents.

- The **Climate Change and Low Emissions Implementation Plan**, which sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life.
- The **GM Internationalisation Strategy**, setting out how GM will elevate our international trade and investment performance, attract and retain the international talent our economy needs, and make sure that GM maximises its international potential as a gateway to the North and supports the whole of the UK in achieving its post-Brexit ambitions;
- The **Greater Manchester Work and Skills Strategy**, setting out the GM approach to delivering a work and skills system that meets the needs of GM employers and residents; and
- The **Northern Powerhouse Strategy**, which identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern Powerhouse to foreign investors as priorities for further work by Northern Cities and Government.

Manchester Strategy – 2016-2025

- 2.22 The vision is for Manchester to be in the top flight of world-class cities by 2025, when the city will:
- Have a competitive, dynamic and sustainable economy that draws on its distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas.
 - Possess highly skilled, enterprising and industrious people.
 - Be connected, internationally and within the UK.
 - Play its full part in limiting the impacts of climate change.
 - Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well.
 - Be clean, attractive, culturally rich, outward-looking and welcoming.

A Strategic Location

- 2.23 First Street is in a pivotal location between the strategic regeneration areas of Manchester's Civic Quarter, Whitworth Street West and Great Jackson Street, and the residential area of Hulme. It is also located within Corridor Manchester.
- 2.24 The neighbourhood has, over recent years, become home to a growing residential population and offers significant potential to accommodate much of the City Centre's future growth and expansion.
- 2.25 The Civic Quarter is located within the area of the City Centre bounded by Deansgate to the West; Peter Street, Mount Street and Lower Mosley Street to the North; Portland Street, Oxford Street and Lower Mosley Street to the East; and Whitworth Street West to the South. It contains a number of world class facilities and is characterised by many of Manchester's most significant landmark buildings and civic facilities. Substantial investment has been made in this area, including the completed Town Hall and Central Library refurbishments and the ongoing redesign of St Peter's Square. This investment provides a unique opportunity to stimulate the regeneration of surrounding areas of the City Centre, such as its southern approaches including the First Street site.
- 2.26 To the north is the Whitworth Street West area, which includes Deansgate and Oxford Road train stations and Deansgate/Castlefield Metrolink station. Whitworth Street West is a key East/West route through the City Centre.
- 2.27 To the west is the Great Jackson Street Strategic Regeneration Area which aspires to create over 6,300 residential units. A significant portion of these units come from the Deansgate Square development. This provides 1,508 residential units over four towers. Another nearby development, Crown Street Phase 1, is nearing completion and will provide a further 665 residential units.
- 2.28 Corridor Manchester is the economic engine of this wider neighbourhood. It accommodates one of the largest concentrations of higher education institutions in Europe and the Central Manchester and Manchester Children's University Hospitals NHS Trust. It is also the home to a wide range of knowledge-based businesses, including those based in the health, education, creative, financial services and

information technology sectors. It is estimated that at the present time, the Oxford Road Corridor generates GVA of £3 billion and accommodates over 60,000 workers. By 2025 it is anticipated that the Corridor will deliver a GVA of £4.7 billion and employment numbers of 74,000. However, investment opportunities indicate that up to 20,000 additional jobs will be accommodated when new developments are fully occupied. The additional jobs include both high-skilled occupations and employment in the local economy in retail food and drink and entertainment.

- 2.29 The residential area of Hulme lies immediately to the south of First Street. This area underwent a significant programme of investment and regeneration in the 1990s. In addition, it is now home to Manchester Metropolitan University's Birley Campus. First Street extends City Centre quality uses towards Hulme and promotes much stronger physical and functional connections with local communities.
- 2.30 Given First Street's location at a key node between the above areas, it is ideally located to make a significant contribution to the future growth and regeneration of its surrounding areas by improving connections and meeting their future development needs.

First Street Strategic Development Framework

- 2.31 First Street has been one of Manchester City Council's key regeneration priorities for over a decade. A Development Framework for First Street was first endorsed by Manchester City Council's Executive Committee in 2005. This was updated in 2007 and 2010 to broadly focus on a commercially led neighbourhood.
- 2.32 The 2012 and 2015 Frameworks identified three distinct development areas of First Street, incorporating four of the character zones: First Street North, First Street Central, First Street South, and the Creative Ribbon. The site falls within the 'First Street Central' character zone, a new office destination targeted at a range of commercial occupiers, particularly those seeking the benefits of a central and highly accessible city centre location, competitively priced to help distinguish the accommodation from other locations in the city centre.
- 2.33 Significant progress has been made already in delivering the vision for First Street outlined in the 2010 Framework and as refined in 2012 and 2015. First Street North cultural hub, incorporating the major new cultural facility HOME, Melia Hotel, Vita Student development, multi-storey car-park, a range of ancillary food and drink opportunities and new public spaces, including a new public square.
- 2.34 No.1 and No.8 First Street are now almost fully let following lettings to major national occupiers including Autotrader, Gazprom, Jacobs, Odeon, WSP, and Ford Credit Europe. In January 2019, Willis Tower Watson was announced as taking 11,600 sq. ft. at Number 8 First St.

Strategic Development Framework (SDF) Update 2018

- 2.35 An update to the First Street Strategic Development Framework (SDF) was approved by Manchester's Executive on 14 November 2018.
- 2.36 The focus of the 2018 Framework was to update the development principles for the First Street Central area of the masterplan, particularly Plots 9 and 10, which were subject to further viability and design analysis.
- 2.37 This analysis indicates that greater scale and density of office accommodation can be delivered on these plots. This will ensure that First Street can meet the level of demand in the area and maximise its contribution to the City's economic growth.
- 2.38 Contextually, an increased scale of building within First Street Central will respond to the emerging spatial context within and around First Street where the emerging datum of buildings has significantly increased since the 2015 Framework was endorsed.
- 2.39 With a finite amount of land available for delivery of commercial office space within the city centre – to drive economic growth and deliver jobs – it is critical that the strategically located, well-connected sites such as this are developed to their full potential. The proposals directly address this primary objective of the SDF.

Strategic Development Framework (SDF) Addendum July 2020

- 2.40 An Addendum to the 2018 First Street SDF was adopted in July 2020.

- 2.41 Whilst the Addendum provides more focus on the Western plots of First Street, it also reiterates the economic context of the regeneration area, as well as the demand for office space in the city.
- 2.42 In addition, the Addendum provides an added emphasis on climate change and sustainability. To this effect, all developments within the SRF area must positively contribute toward the City's net zero carbon by 2028.

Playing Our Part on Climate Change

- 2.43 Evidence of global temperature rises are now largely undisputed, resulting in the prospect of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 2.44 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Board's (MCCB) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:
- To become zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018 – 2100. This has been transposed from a global carbon budget which has been calculated as 'likely' to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year on year reduction in city wide CO₂ emissions from 2018 to achieve this carbon budget.
- 2.45 A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-2038 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.
- 2.46 Areas for Action in the draft Framework include generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 2.47 On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue is an integral part of council decision-making – making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind. Whilst not formally translated into changes to planning policy yet, it further strengthens the emerging Manchester Zero Carbon Framework.
- 2.48 The Proposed Development has been designed from the outset to promote sustainability and reduce the energy consumption of the Building during construction and operation, delivering a Net Zero Carbon in operation building with market-leading sustainable credentials ("NABER 5.5 STAR") and a focus on energy usage, wellbeing and different types of working, and reduction of embodied carbon from construction.

Impact of COVID19

- 2.49 Regardless of potential changes in working patterns and environments post-COVID-19 with homeworking, evidence suggests that modern office space will continue to be important in many sectors and occupations. Whilst occupiers are still reviewing their future workplace strategies, most will retain a physical office presence as part of facilitating the adoption of more flexible hybrid working styles in the future.¹⁰
- 2.50 The UK GDP is expected to have risen by 1.5% by Q3 2021, reflecting a marked rise in consumer spending. GDP is expected to continue to grow to Q4 2019 levels by Q1 2022. Household spending and GDP has already started to pick up since restrictions loosened, as the impact of the vaccine has taken effect, although the recent emergence of new variants will likely have an impact on this.

¹⁰ Matthews Goodman, 'MOAF - Manchester Office Market – Q2 2021'. Viewed August 2021. <https://www.matthews-goodman.co.uk/market-insights/moaf-manchester-office-market-q2-2021/>

- 2.51 The proposals at Plot 9a will be a timely and important development for the city to support its economic recovery and growth. As part of the Government's ambition to 'level up' the economy, which has been accelerated by COVID-19, many Government offices have moved away from London to Greater Manchester, for example the Foreign, Commonwealth and Development Office as well as the Department for Business, Energy, and Industrial Strategy.
- 2.52 In conclusion, the provision of high-quality commercial buildings with market-leading sustainable credentials are needed to support Manchester's growing priority sectors. New supply is needed in order to maintain current growth patterns to meet forecasted levels of population growth as well as accommodate new businesses.

3 Site Description and Surroundings

3.1 This section describes the application site and its immediate surroundings.

Site Description

- 3.2 The Site is located within the First Street Strategic Development Framework area. The Site is shown in red on Figure 1.1.
- 3.3 The Site is 0.48 ha and is bound by River Street to the north, a future development site known as Plot 10 to the east, future development Plot 9b to the south, and Medlock Street to the west. The Site currently consists of an area of hard standing that has previously been used as a surface car park. The topography of the site is relatively flat.
- 3.4 Historically, the First Street area was used for chemical and gas works. First Street has been extensively remediated and the Site, which comprises hard-standing alongside a small number of trees and shrubs, has previously been used as a temporary car parking. More recently it has been used as a construction compound to facilitate the development of No.8 First Street and is surrounded by construction hoarding on its perimeter.
- 3.5 Access is currently taken from an entrance on River Street.
- 3.6 The Site is within Flood Zone 1 and Critical Drainage Area. It also falls within an Air Quality Management Area. There are no statutory or non-statutory ecological designations on the Site.
- 3.7 The Site does not fall within a Conservation Area but is adjacent to the Castlefield Conservation Area. Similarly, there are no Listed Buildings on site with the closest asset being c. 90 metres to the east of the site. Considering the wider area, there are six listed buildings within a 250m radius of the Proposed Development.
- 3.8 An underground gas main runs around the northern and western perimeter of the site, as illustrated within the Design and Access Statement prepared by Jon Matthews Architects (JMA). This gas main has an associated easement and exclusion zone which acted a constraint for developing the site.

Site Surroundings

- 3.9 The First Street Strategic Development Area is split into three components: First Street North (FSN), First Street Central (FSC) and First Street South (FSS). Once completed, it will deliver up to 2.5 million sq. ft. of commercial space, 324,300 sq. ft. of retail, leisure and hotels, 1 million sq. ft. residential development and 73,300 sq. ft. of civic, cultural and amenity space, delivering the potential to support 10,000 jobs.
- 3.10 The Site sits within FSC. Immediately to the north and north west are the completed No.1 and No.8 First St buildings, which are home to a number of major occupiers including WSP, Autotrader, Amaze, Gazprom, Odeon and Jacobs. Future development plots identified for commercial office led development up to 17-storeys are located to the east (Plots 10a and 10b) and west, on the opposite side of Medlock Street. James Grigor Square is located north west of the site and provides attractive outdoor space.
- 3.11 Beyond this is FSN, which is now complete. Centred around Tony Wilson Place, FSN is now a cultural hub for the city including HOME a contemporary art, film and theatre complex alongside a wider mix of uses including student accommodation, an MSCP and a range of carefully curated food and drink operators, as well as new public spaces.
- 3.12 To the east of the Site are a number of former Mills including Macintosh Mill and Cambridge Mill which are Grade II listed and are now in residential and office uses.
- 3.13 To the immediate south is the forthcoming Plot 11 Downing site (125573/FO/2019), which is the construction of four co-living towers of varying heights (between 10 and 45 storeys).
- 3.14 Further south of the Site, beyond Parkway Gate and Medlock House student accommodation, is the Mancunian Way – a key arterial vehicle route into the City. On the opposite side of the Mancunian Way are low rise residential uses within the ward of Hulme.

Accessibility

- 3.15 The Site is in a highly accessible location by a variety of modes of transport.
- 3.16 It is located within easy walking distance of the city core with all the shops, restaurants, attractions, amenities and facilities that the city centre has to offer.
- 3.17 It is also in close proximity to existing and emerging residential communities around Cambridge Street, Macintosh Village, Great Jackson Street and Hulme.
- 3.18 Deansgate transport hub – comprising Deansgate Castlefield Metrolink Station and Deansgate Railway Station – is located 340m north west of the Site. Oxford Road Station is located 385m north east of the Site. Regular bus routes run along Medlock Street and Cambridge Street immediately adjacent to the Site.
- 3.19 The Site is also highly accessible by car, being located immediately beside the slip road onto the Mancunian Way. Where people do arrive by car, they can access the area without the need to drive through the city centre.

Planning History

- 3.20 The Site has a relevant planning history as established in the table below:

Application Reference	Description of Development	Status
130608/FO/2021 Temporary change of use - Plots 9 and 10	Planning Permission for the change of use to allow for temporary events space including the erection of two temporary stages and tent within Plots 9 and 10 of First Street, as well as pop-up concessions stands and a private corporate event space for a period of 12 weeks	Withdrawn – September 2021
125833/FO/2019 Plot 9	Erection of a basement plus 11-storey building comprising office accommodation (Use Class B1), flexible commercial space (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), B1 (offices), and D2 (Gymnasium), car parking, cycling parking and associated facilities, landscaping, and associated works.	Extant – Approved January 2020
121462/FO/2018 Plot 9A	Erection of a ground plus sixteen storey building comprising commercial office (Use Class B1); hotel (Use Class C1); standalone flexible, commercial space across part of the ground and first floor (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), B1 (offices), and D2 (Gymnasium); flexible ancillary commercial and retail uses at ground and first floor (Use Class B1, A3, A4); basement car park, landscaping and associated works.	Approved December 2018
111240/FO/2016/C1 Plot 9: Temporary landscaping	Creation of a temporary landscaped area in advance of permanent redevelopment.	Lapsed - Approved April 2016 but not implemented

- 3.21 The extant planning permission for Plot 9 (125833/FO/2019) further establishes the principle of high-density office development in this location.

4 Development Proposals

4.1 This section summarises the development proposals, however further detail can be found within the Design and Access Statement prepared by Jon Matthews Architects (JMA) and submitted as part of this application.

4.2 The description of development is as follows:

“Erection of a nine-storey building with rooftop plant and basement comprising office accommodation (Use Class E(c)), car parking, cycle parking and associated facilities, landscaping, and associated works”

Design evolution

4.3 As described in Section 3, the Site benefits from an extant planning permission for a ground plus 11 storey office and building (App Ref. 125833/FO/2019 – approved January 2020) which establishes the principle of high-density office development in this location. The design evolution to reach the current proposals is set out below.

Plot 9A (2018) – Planning Permission 121462/FO/2018

- 4.4 Planning Permission was granted for a 17-storey commercial office and hotel development on Plot 9A in December 2018 (Application Reference: 121462/FO/2018).
- 4.5 The design was developed to maximise light into the office floor plates. The elevation was formed from two elements - the base elevation and the louvred screen. The form of the development was influenced by the requirement to accommodate both the office floor space, as well as the hotel element – this created a horseshoe shaped building.
- 4.6 The incoherence of the two forms was resolved by the addition of the screen that wraps around the whole development. In order to respond to the variety of materiality, the screen could be manipulated to provide an opportunity for city scale expressions in the façade.
- 4.7 This application was subject to a comprehensive stakeholder engagement including presentation at a PlacesMatter Design Review panel, engagement with Historic England and Greater Manchester Police, and multiple meetings with the Local Planning Authority. Engagement also took place with Local Ward Councillors from the Deansgate Ward. This was covered within the Statement of Consultation prepared for that application.

Plot 9 (2019) – Planning Permission 125833/FO/2019

- 4.8 During early 2019, the Applicant identified an office occupier with interest in pre-letting a substantial amount of floorspace in the First Street area. This started a period of dialogue and the Applicant began to form plans to accommodate them within an enlarged Plot 9 building. This would accommodate a Premier Inn hotel on the upper floors. In tandem with this, the Applicant worked with Whitbread (owners of the Premier Inn brand) to prepare plans to redevelop their existing Premier Inn site on Medlock Street.
- 4.9 The design of this building built on the principles and design ethos established by the 2018 Plot 9A planning permission, including the façade and materiality approach.
- 4.10 For commercial reasons the hotel element of the scheme was removed in September 2019. At this stage, the design principles established through the evolution of the scheme from the approved Plot 9A scheme and the Plot 9 proposals during winter 2019 had been retained.
- 4.11 This further period of design evolution led to a high quality and well-designed office-led development which provided large floorplate Grade A office space which is increasingly demanded by the office occupier market.

Plot 9A (December 2021)

- 4.12 The changing commercial landscape led to the scheme’s current design – which incorporates the smaller floorplate of the original Plot 9a application, as well as reducing the height to nine-storeys – with the brief to design a market leading office building where sustainability comes first - delivering a Net Zero Carbon in

operation building with market-leading sustainable credentials (“NABER 5.5 STAR”) and a focus on energy usage, wellbeing and different types of working, and reduction of embodied carbon from construction

- 4.13 A primary driver for the design of this iteration of development on Plot 9a is maximising active frontage so that the building creates positive street spaces for people whether visiting or passing through. As such the building is designed to be permeable and to encourages people to be welcoming, to enter and engage with its facilities. The louvre design is about displaying and advertising the main entrance.
- 4.14 Meetings were held with Manchester City Council on 20 September and 11 October 2021, where discussions were held regarding the form of the application and the emerging design.
- 4.15 Further details on the design evolution have been provided within the Design and Access Statement prepared by JMA.

Use and Amount

- 4.16 The Proposed Development involves the erection of a commercial block totaling 18,977 sqm. (GIA), comprising:
- Office use (Use Class E(c));
 - Associated gym space;
 - Public realm improvements and landscaping;
 - 26 accessible parking bays and,
 - Cycle parking.
- 4.17 The table below highlights the key components of the design:

Parameter	Proposed Development
Proposed Site Area	c. 0.48 ha
Proposed Development	Erection of a 9-storey building with rooftop plant and basement comprising office accommodation (Use Class E(c)), cycle parking and associated facilities, landscaping, and associated works
Proposed Office Space	18,977 sqm GIA
Proposed Gym/Yoga Studio Space	521 sqm
Proposed Development Height	9 storeys, c. 44m
Parking	26 accessible parking bays, c. 130 cycle spaces

Layout

Basement

- 4.18 The basement is predominantly for car parking and 26 accessible parking bays will be accommodated.
- 4.19 Vehicles will enter and exit via a single ramp, which is controlled by a traffic light and accessible by fob key.
- 4.20 Analysis of circulation and required turning circles has been undertaken to determine the design and layout of the basement car park.

Ground Floor

- 4.21 The ground floor includes the main office entrance off River Street. An additional service entrance can be found off First Street.

- 4.22 Considerable attention has been given to the ground floor to create a distinctive, fluid commercial space that appeals to future occupiers and stands out against the current market offering. A dynamic entrance sequence visible along First Street, has been created by cutting back the floor below for the main reception and cutting back the floor above for both reception areas.
- 4.23 The main office entrance from First Street is presented as a grand space including reception space and entry points to the office above. In addition, there is a seamless transition between this space and a co-working area which is envisaged within the south eastern section of the ground floor. Amphitheatre-style seating is located to the south, providing ad-hoc meeting breakout spaces.
- 4.24 The space provides a unique sense of arrival, with the first and second floor accessible by a spiral staircase.
- 4.25 Access to lift lobbies for the office accommodation is also provided at this level.
- 4.26 In addition, the cycle hub and yoga studio are also accessible on the ground floor of the building, with their own dedicated male and female changing facilities.
- 4.27 The bin-store and substations are also provided on this floor to the south of the building.

First Floor

- 4.28 A direct link from the ground floor to first floor is provided through a spiral staircase in the east of the building.
- 4.29 The first floor provides self-contained office accommodation and wraps around the central core, which has been designed to allow for the floorplate to be split into two horizontal primary tenancy splits.
- 4.30 The floor plate is pulled back above the entry sequence, showcasing a dynamic double height entrance.

Second Floor

- 4.31 The second floor provides a continuation of the self-contained flexible commercial space seen on the first floor. It is accessible by the spiral staircase, where it terminates. Access is also provided through staircases and lifts in the central core.
- 4.32 The floorplates have been designed with soft spots in the floor slab to allow for interconnecting staircases, depending on the occupiers needs to link floors.
- 4.33 A winter garden is located to the north of the floor, providing further amenity space.
- 4.34 A mix of self-contained WC facilities are also provided: 1no. unisex accessible, 2no. gender neutral, 6no. male and 7no. female. A cleaning cupboard is also provided.

Third to Eighth Floors

- 4.35 The office accommodation wraps around the central core and has been designed to allow for the floorplate to be split into two vertical primary tenancies. The core has been coordinated to allow access for servicing requirements. Staircases and lifts are located in the central core.
- 4.36 Floors three to seven will also benefit from winter gardens, providing further amenity space. These gardens provide visual, social and working amenity space on the floors. The winter garden façade is articulated with full height curtain walling to heighten the sense of openness.
- 4.37 Each winter garden has access to parallel opening vents (POVs), which can be used to manually ventilate the winter gardens.
- 4.38 A mix of WC facilities are also provided.

Ninth Floor

- 4.39 A generous private viewing terrace is located in the north-western aspect of the building. This is proposed to be available for all tenants within the building. This is supported by an amenity area which tenants could use.
- 4.40 The structural columns and vertical pre-cast concrete panels of the façade provide a sense of enclosure and complete the form of the building. The terrace is a flexible space and easy to adapt for social and business events or to offer a location for ad-hoc breakout meetings.

- 4.41 The rest of the eighth floor plate accommodates the remaining office accommodation. The core at this level includes stair cores, toilets, and lifts.

Roof Level

- 4.42 The roof accommodates further plant. Access is provided to the roof from the ninth floor along with a plant screen wrapping around the perimeter of the roof to mitigate the visual impact from the plant.
- 4.43 For full details on plant provision, please refer to the Energy and Sustainability Reports.

Appearance

- 4.44 The façade principles are defined by a 1.5m planning grid, floor to floor heights and 6m wide structural bay.
- 4.45 The order is broken by the introduction of sharp vertical elements, creating a regular rhythm with articulation to the base and crown.
- 4.46 The façade is made up of horizontal and vertical green pre-cast concrete cladding, with an inverted envelope profile and ornamental pattern. The cladding is acid washed.
- 4.47 In addition, the façade will include mild grey pre-cast concrete panels with decorative perforations.
- 4.48 Please refer Design and Access Statement for more details on appearance.

Vehicular and Pedestrian Access

- 4.49 At ground floor level there is pedestrian entrances for the office, with access from doors off River Street at the north-eastern corner of the building.
- 4.50 Cyclists and vehicles will access the building via service access on the southern elevation of the site. This will be accessed via First Street and, in turn, Hulme Street.
- 4.51 A formal drop-off zone is included on River Street for taxis.

Servicing Arrangements

- 4.52 A loading bay and servicing area is included at ground floor level accessed via the southern elevation. This is the principal servicing location for deliveries and refuse collections for the building.
- 4.53 Vehicles will access this space by travelling down Hulme Street and then, for the loading bay, reversing into the servicing area to unload or load before departing back the same way that they entered. Refuse vehicles will use the servicing area for collecting bins which will be wheeled out by building management from the bin store in the loading bay.
- 4.54 A drop off area is provided on River Street which could accommodate brief deliveries, for example couriers.

Accessibility

- 4.55 The design of the development has been developed from first principles, with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and building. Key principles include:
- Level access is provided at ground floor level with a pass door suitable for inclusive access
 - All cores include lift access, disabled refuges and accessible WCs at each floor, to meet the requirements of Part M.
- 4.56 In addition, the response has responded to the needs of Manchester City Council's Design for Access 2 (DfA2) guidance document as far as possible. Key points are included below with a further details provided within the Design and Access Statement prepared by JMA:
- All main entrances within the development fully comply with DfA2.
 - All passenger lifts are to be specified to meet BS 8300 and BS EN 81-70.
 - At least one of these turnstiles will allow wheelchair users to pass through.
 - Sanitary accommodation within each location will be designed to be inclusive and to the same specification rather than wheelchair user accessible provision being designed to be 'clinical' or institutional.

- The common corridors are typically 1.5m wide which expand outside the lift core to 3.2m.
 - Access to office units will be via lift.
- 4.57 In addition, consideration has been given throughout the building to the provision of gender-neutral facilities. This is part of an effort to improve inclusivity in the work place and includes the following measures:
- Two gender neutral WCs have been included on every floor which are accessed away from common toilet corridors.
 - Unisex WCs serve the ground and tenth floor.
 - Gender neutral showers and changing facilities are also included in the cycle store.

Landscaping and Trees

- 4.58 A landscaping strategy has been prepared by Planit-ie and is included within the Design and Access Statement prepared by JMA and submitted as part of this application.
- 4.59 All existing trees on Site (totaling 9 individual trees and shrubs) will be removed. These are of poor quality (see submitted Arboricultural Survey and Section 5 for further details) and arranged in piecemeal arrangements on brownfield land and do not offer much in terms of amenity or visual value to the area.
- 4.60 The proposed landscaping masterplan will deliver 21 trees which equates to a 2:1 replacement ratio. The newly proposed trees will form an essential element in the street scene along with ornamental planting and the public realm environment. They will tie in with tree planting elsewhere in the First Street estate and, in combination, significantly improve the environment at First Street.
- 4.61 The masterplan includes four distinct areas which are described below, further details can be found within the Design and Access Statement.

Design Principles

- 4.62 The concept for the public realm is to create a series of contemporary and distinctive spaces that draw upon the site's unique location within the city. When taken in the context of the proposed and emerging buildings together with the sustainable transport links, the external spaces will become both a destination and a stepping-stone to connect future commercial phases, leisure uses and existing residential areas within the locality.
- 4.63 A contemporary palette of materials will reinforce this as a key quality destination defined by a simple, robust palette of landscape elements. Design quality and delivery is key in establishing the development proposals as a fundamental link in the wider emergence of First Street. The use of quality, robust and appropriate materials will create a vibrant landmark development with a strong identity.

Medlock Street and River Street

- 4.64 Proposals to the north of the site create a high-quality arrival spaces for the development.
- 4.65 Landscaping has been designed to create a visual connection between No.8 First Street and the development, planters will unify the spaces either side of the street.
- 4.66 A similar palette of materials has been considered to reflect the paving and planting on the opposite side of River Street. Where the street furniture and planting have been located to firstly reinforce the sense of arrival to the building entrances and secondly cater for existing and anticipated future pedestrian desire lines and footfall.

First Street

- 4.67 The proposals for this character area look to provide a continuity to the existing First Street works implemented to the north of the site. Material selection, planting and the public realm layout have been used to bolster and conform with the adjoining No.8 First Street scheme.
- 4.68 The arrangement of the public realm has been designed with Plot 8 in mind, in order to encourage pedestrian movement into the site and to provide greater opportunities and amenities for on-street

activities. Seating pockets are tucked away between the planting to offer quieter spaces for pedestrians to enjoy.

Service Street

- 4.69 The service access off Hulme Street is a 6m wide fully landscaped route with managed access for reversing refuse vehicles.
- 4.70 The entire length of the street is accessible for pedestrians, linking the southern section of First Street to Medlock Street. There is no vehicular throughfare onto First Street.
- 4.71 The service street has no trees provided in order to give refuse collection vehicles the maximum amount of space.

5 Planning Policy

Introduction

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

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

5.2 This Section details the relevant documents that make up the Development Plan and are material considerations in the determination of the application.

Development Plan

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

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

5.4 The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester’s future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been “saved” and also comprise part of the Development Plan.

Core Strategy (2012)

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

Core Strategy Policy	Contribution and Benefits
Policy CC1 Primary Economic Development Focus: city centre and Fringe – Within the city centre a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The city centre and fringe will be considered a suitable location for the consideration of high density buildings.	This proposed high density and high quality development is located within the city centre, thus according with policy CC1. It is important to realise the development potential from highly sustainable sites like Plot 9a, of which there is a finite supply in Manchester City Centre.
Policy CC5 Transport - The Transport Strategy for Manchester city centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the city centre. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will	The Site is accessible by a choice of means of transport. The Proposed Development includes 130 secure cycle spaces. The Transport Statement by Vectos confirms that the cycle parking numbers are acceptable for the Proposed Development. In addition, the development will provide 26 accessible car parking bays to ensure the development is suitable for all people.

Core Strategy Policy	Contribution and Benefits
seek to ensure that development includes adequate parking provision for cars and bicycles	The Travel Plan, also produced by Vectos, identifies sustainable transport methods and appropriate communication methods to allow those who use the Site are aware of the options available to them.
Policy CC6 City Centre High Density Development - city centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the city centre will significantly exceed what is appropriate elsewhere in the City. In terms of the environment, it is vital that the city centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible.	The Proposals are considered to be of an appropriate density for the Site, and in accordance with those detailed in the endorsed 2018 First Street SDF. The Site has excellent public transport links including Oxford Road Station, Deansgate-Castlefield Metrolink and Interchange and various bus routes.
Policy CC10 A Place for Everyone - The city centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the city centre and high standards of accessibility to buildings and across spaces.	The building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. For further information please refer to the Access Chapter in the Design and Access Statement.
Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.	The Proposals respond to the character area though providing a high-quality building that follows design principles set out in the First Street SDF. Care has been taken to ensure that the design contributes positively to the pedestrian experience along Medlock Street, with open aspects allowing for natural surveillance onto the street and encouraging use of the proposed extension to First Street, enhancing connections through the First Street estate and beyond. The nearby heritage assets are respected by the design of the façade, which replicates the pattern of fenestration of the nearby listed mills. A landscaping strategy prepared by Planit has been submitted as part of the application. Further information on the approach taken to design the scheme is provided within the accompanying Design and Access Statement prepared by JMA Architects.
Policy EN2 – Tall Buildings	A Tall Building Statement is included within Section 6 of this Report and demonstrates how the proposed development addresses this policy.
Policy EN3 – Heritage - Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic	The application is supported by a Heritage Statement prepared by Deloitte. It has been concluded that overall the proposal will have no effect on the special architectural and historic interest of the Castlefield Conservation Area as the closest conservation area. The identified designated heritage assets are not expected to be impacted by the development, and as such, the proposals

Core Strategy Policy	Contribution and Benefits
environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.	will preserve and enhance their special interest. The proposal is thus in accordance with statutory legislation, national and local policy.
Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices. All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.	The target is a Net Zero Carbon in operation building with a 5.5star NABERS rating. An Energy and Sustainability Statement has been prepared by Cundall. This outlines the energy saving measures that will be considered and also outlines which on-site renewable techniques could be appropriate if considered necessary.
Policy EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies - Applications for residential development of 10 or more units and all other development over 1,000 sq. m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable.	The combination of passive and active energy measures alongside space that could be used for photovoltaic array will potentially deliver a 24.6 improvement over the Building Regulations CO2 emission target. Thus, the development complies and potentially far exceeds with Policy EN6 of Manchester City Council's Core Strategy, which stipulates that non-domestic development should achieve a minimum 15% improvement over Building Regulations Part L 2010 (i.e. equivalent to a 7% reduction on part L 2013).
Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.	The Energy and Sustainability Statement submitted in support of the application set out in detail how the Proposals will be adaptable to climate change in terms of its sustainable design and construction.
Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.	The application is supported by a Servicing and Waste Management Strategy prepared by Vectos. This strategy sets out the arrangement for collection of general and recyclable waste within the development. This includes a completed Waste Proforma which demonstrates compliance with MCC's waste policies.
Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy.	The application is supported by a Transport Statement, which concludes that development will not adversely affect the operation of the highway and is highly accessible by a choice of non-car modes. The Site is extremely accessible by a range of public transport modes, including bus, Metrolink and rail. The Site does features 26 accessible car parking spaces and includes 130 cycle spaces to encourage sustainable active travel. A Framework Travel Plan has also been included within the application submission to identify measures to reduce the use of a private car.

Core Strategy Policy	Contribution and Benefits
Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.	The application is supported by reports in relation to Noise, Transport, Air Quality, Sunlight and Daylight, and Waste Management and Servicing. The application is also supported by a Crime Impact Statement. These reports assess the impact of the Proposed Development upon the local environment, recommends mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users.

Unitary Development Plan (1995)

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

UDP Policy	Contribution and Benefits
Policy DC26 Development and Noise - An appropriate mix of uses; quality homes and job opportunities; accessible local facilities; sustainable transport systems; the sustainable use of resources, and protection of important environmental and human-made assets; a healthy, safe and attractive environment; and social equity and inclusion	The proposals are supported by a full Noise Assessment which assesses the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.

- 5.7 It is considered that the proposals comply with the policies of the Development Plan.

Material Considerations

National Planning Policy

- 5.8 The national policy framework for the proposals is provided within the National Planning Policy Framework – July 2021 (NPPF).
- 5.9 The National Planning Policy Framework sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

Achieving Sustainable Development

- 5.10 The NPPF outlines that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). There is a clear presumption in favour of sustainable development (paragraph 11). The NPPF constitutes the Government’s view of what sustainable development means in practice for the planning system.
- 5.11 There are three dimensions to sustainable development; economic, social and environmental.
- 5.12 These dimensions give rise to the need for the planning system to perform a number of roles all of which should be undertaken together.
- 5.13 In achieving sustainable development Paragraph 8 of the NPPF notes that development can create a ‘responsive’ and ‘competitive’ economy through ensuring that development is located within the right places. It should support strong, vibrant and healthy communities, and protect and enhance our natural, built and historic environment.
- 5.14 The proposed development is in full accordance with the above requirements (where relevant).
- 5.15 Firstly, the development of this site will make an important contribution to the local economy of Manchester. The proposals will bring into active economic use a site which has been earmarked for development since 2005 as part of the wider masterplan for First Street. Economic benefits also include the

introduction of around 1,581 FTE jobs¹¹. The accessible location of the site within the city centre, means the jobs created will be accessible to as wide a range of people as possible.

- 5.16 Secondly, the proposal seeks to ensure that there is no loss of biodiversity at the site. The Extended Phase 1 Habitat Survey confirms that the site is presently of low ecological value, taking its context and relatively small size into consideration. The proposed development includes some of the positive ecological recommendations of the Habitat Survey; principally including provision of space for a potential green roof within the development. The report confirms that the proposals will add to and compliment the ecological enhancements already included across the wider First Street site.
- 5.17 The proposals introduce the extension of First Street south through First Street South and out into Hulme. This will improve the pedestrian experience of walking around this area, and also from the periphery of the city, such as the communities of Hulme and the Universities, through into the city centre.
- 5.18 The application site is situated on previously developed land. The site is currently largely characterised by a large area of hoarded hardstanding, which until recently has been a temporary car park, in preparation for redevelopment. The development will be of high design quality, creating a dynamic and interesting building, which incorporates several winter gardens, whilst remaining respectful to adjacent buildings.
- 5.19 Sustainability is fundamental to the design of the proposal. The extent of the glazing is carefully balanced to minimise solar gain and reduce overheating. Natural ventilation is also provided in the habitable rooms, which will reduce energy expenditure on air conditioning and provide added amenity with regards to public health.
- 5.20 More generally, a fabric first approach has been considered for the façade to limit energy loss. Good U-values, airtightness and pre-cast concrete will all reduce waste. The development will achieve an 'Excellent' BREEAM rating and will be a 5.5 star NABERS rating building.
- 5.21 Details on sustainability and energy efficiency can be found within the Energy Strategy Report, submitted as part of this application.

Presumption in favour of Sustainable Development

- 5.22 At the heart of the NPPF is the 'presumption in favour of sustainable development'. Paragraph 11 of the NPPF outlines what this means for the decision making process:
 - c) approving development proposals that accord with an up-to-date development plan without delay; or*
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 5.23 The proposals represent sustainable development as they deliver a high quality, net zero carbon in operation commercial development in an appropriate location which makes efficient use of land which is currently underutilised and which has been earmarked for redevelopment for a decade. The development has been designed with sustainability at its basis and will achieve a 'Excellent' BREEAM rating and a 5.5 star NABERS rating. The benefits associated with the development outweigh any adverse impacts and therefore, in line with Paragraph 11, the proposal is in accordance with the development plan.

Promoting Sustainable Transport

- 5.24 Chapter 9 of the NPPF deals with the promotion of sustainable transport. Paragraph 154 highlights that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 5.25 Paragraph 104 states development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

¹¹ As calculated using the HCA Employment Density Calculator (3rd Edition, 2015).

- 5.26 In line with NPPF policy, the location and design of the scheme gives opportunities for the use of sustainable transport modes. The location of the site is within walking distance of Bus, Rail and Metrolink Stations which maximises the opportunity for local people to utilise existing sustainable transport infrastructure.
- 5.27 Oxford Road Station, located approximately 385m to the north east of the site, is a major railway station which not only connects to local and regional services but also national destinations. The application is supported by a Transport Statement that examines the highways considerations associated with the proposals.
- 5.28 The Proposal also includes 130 cycling spaces, and 26 accessible parking bays.
- 5.29 In summary the application proposals fully accord with the objectives of NPPF sustainable transport policy.

Building a Strong Economy

- 5.30 Chapter 6 of the NPPF advises that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meet the twin challenges of global competition and of a low carbon future.
- 5.31 It goes on to state that investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing.
- 5.32 The First Street Development Framework 2020 Addendum identifies First Street as being ideally located to accommodate new buildings which can keep pace with the demands of the market over the next few years. The area can provide an environment and setting for business that complements and can be differentiated from other existing and emerging commercial locations, such as Spinningfields and the Civic Quarter.
- 5.33 The proposals will deliver a high density, high quality commercial scheme within Manchester City Centre which will accommodate approximately 1,588 full time workers.
- 5.34 Evidence suggests that modern office space will continue to be important in many sectors and occupations, despite the effects of COVID 19. Many office occupiers will retain a physical office presence as part of facilitating the adoption of more flexible hybrid working styles in the future¹².

Making effective use of land

- 5.35 Chapter 11 of the NPPF highlights within Paragraph 119 that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 5.36 Furthermore, in Paragraph 120 Part A it notes that planning policies and decisions should encourage multiple benefits from both urban and rural land, including through mixed use schemes. In Part D of the same paragraph it promotes and supports the development of under-utilised land and buildings. Finally, Part C give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 5.37 The proposals support this ambition by delivering a high density, commercial development on an underutilised brownfield site. The proposals also present an opportunity to remediate land that had a previously industrial use and bring them back into public use. Currently, the Site is surrounded by hoardings and provides no amenity.

Achieving Well-Designed Places

- 5.38 Chapter 12 advises that good design is a key aspect of sustainable development and that it is indivisible from good planning.
- 5.39 At Paragraph 126 it is advised "the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".
- 5.40 In line with NPPF paragraph 130, the scheme has been the subject of significant design consideration, consultation and evolution – as evidenced within the Design and Access Statement prepared by JMA as part

¹² Matthews Goodman, 'MOAF - Manchester Office Market – Q2 2021'. Viewed August 2021. <https://www.matthews-goodman.co.uk/market-insights/moaf-manchester-office-market-q2-2021/>

of this application. As a result of this process, we consider that the scheme promotes good design in the following ways:

- The positioning, orientation and articulation of the building is a direct outcome of its context in a grid pattern. The design of the building responds both to the given constraints of the site and its existing and future surrounding edges.
- The east facade articulates with Number One First Street and No.8 First Street, buildings by creating a parallel edge that enforces First Street as an internal and protected pedestrian street.
- Winter gardens have been integrated into the façade to reinforce the relationship of the building with its surrounding context, while also providing passive surveillance for the public realm. The winter gardens can be seen as an 'iconic signature' of the building making the development unique in its environment.
- Natural ventilation is utilised throughout all habitable spaces in the development, promoting fresh air and reducing COVID19 risk to occupiers.

5.41 Further details on the design process are contained with the Design and Access Statement which accompanies the application.

National Planning Practice Guidance

5.42 There are several pieces of guidance that are of relevance to this proposal. The application documentation and other sections of this Statement demonstrate the proposals meet the requirements of the guidance.

Air Quality (2014)

5.43 This details information to be considered when submitting a planning application, with regards to air quality. It sets out how an Air Quality assessment should be set out, mitigation measures and air quality considerations in development management.

Climate Change (2014)

5.44 This guidance note details the legislations to be aware of, key challenges, appropriate mitigation measures and national standards for building sustainability.

Conserving and Enhancing the Historic Environment (2018)

5.45 This note discusses processes with designated and non-designated heritage assets including consultation and notification requirements.

Design (2014)

5.46 This advises upon the importance of good design, objectives of planning processes and tools to be utilised to ensure good design.

Noise (2014)

5.47 This guidance explains how noise is relevant to planning, its relation to other planning concerns, determination of noise concerns and influencing factors. It also details mitigation measures.

Travel Plans, Transport Assessments and Statements (2014)

5.48 This provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

Waste (2015)

5.49 This provides further information in support of the implementation of waste planning policy, including European obligations, regulatory regimes, and inspections and monitoring.

Area Plans and Frameworks

5.50 The 2018 First Street SDF Update, the Green and Blue Infrastructure Strategy, and the City Centre Strategic Plan, are important material considerations which should guide the Site's regeneration and the proposals should respond to their overarching principles.

Contribution to the 2018 First Street SDF Update

- 5.51 The 2018 SDF Update was endorsed as a full material consideration in November 2018. Whilst the Framework received a 2020 update, that specific document focused on the plots to the west of Medlock Street. As such, the 2018 First Street SDF Update is the extant framework for the Site.
- 5.52 The Site falls within the First Street Central part of the Framework Area. The SDF considers that appropriate development activity for First Street Central will include robust, flexible, and generously proportioned commercial office buildings that are capable of occupation by a single end user of multiple tenancy arrangements.
- 5.53 It is clear that the proposals for Plot 9a, which include high quality office space, meet the land-use requirements of the 2018 SDF Update.
- 5.54 The SDF also sets a number of critical urban design criteria which underpin the land use framework. Criteria which are relevant to the proposals are set out below with further detail provided within this Statement and the Design and Access Statement prepared by JMA.

Criteria	Response
The need to deliver robust low capital cost commercial office buildings that are flexible in nature, capable of easy sub-division or expansion, with generous floorplates.	The proposals will deliver a high quality commercial office development. The proposed office floorspace has been designed so that it is flexible and capable of subdivision if the market demand is evident.
Where a mix of uses within a building is proposed, how these interact in the architectural expression and operational management must be addressed within any detailed planning application.	The overall design approach is unified by the presence of the veil that hangs over the building in front of the façade. Operationally, interaction between the uses has been considered with separate, legible entrances for each component use provided. The Design and Access Statement prepared by JMA provides further details.
The encouragement of active ground floors where possible for all buildings, with an emphasis on strong north/south and east/west pedestrian links with First Street, Medlock Street and Wilmott Street in particular.	The ground floor will accommodate distinct entrances for both the office and cycle store, as well as shared work space for informal meetings and breakout spaces. The reception features a double height cutback in the floors providing views into first floor above whilst spilling into a co-working space creating a hive of activity. This space provides a unique sense of arrival with the first and second floor accessed by a feature spiral staircase. These uses will animate the streetscape, especially along River Street and First Street.
Attention to maximising sun path activity and noise mitigation measures in all individual building design.	The building has been designed with sunlight and daylight in mind. The Sunlight and Daylight assessment concludes that the proposals will result in an appropriate and non-significant impact on the daylight amenity of the buildings assessed. A Noise Assessment has been prepared by Cundall and is submitted as part of this application. This details appropriate mitigation measures where necessary.
A commitment to the highest sustainability standards (BREEAM) through innovative building design promoting low energy use and low operational costs to occupiers.	The proposals will achieve at least a BREEAM Rating of 'Excellent' which is in line with the requirements of the Core Strategy. The fabric-first approach and incorporation of measures such as PV cells help the scheme achieve some 24.6% improvement on

Criteria	Response
	building regulations with regards to CO2 emissions, well in excess of policy requirements. Further sustainable measures such as green walls are incorporated into the scheme
The promotion of interaction within and between buildings through effective use of roof terraces and shared ground floor foyers where practical.	The building incorporates various opportunities for interaction and collaboration. A rooftop terrace, looking northwards towards the city for the use of all tenants is provided. Externally, the high-quality public realm characteristic of First Street is continued around the building, connecting it to the existing and emerging buildings and open spaces in the area.
Appropriate façade treatments, particularly in respect of the key “Medlock gateway” frontage, which recognise the prominence and landmark status of the site in the context of an arrival point to the city centre.	The high-quality approach to design has led to the development of a building befitting its location on a key gateway. The innovative use of a veil to cover the façade adds interest and draws attention to the building. This is considered to be a fitting addition to Manchester City Centre.

5.55 It is considered that the proposed development is compliant with the requirements of the 2018 First Street Development Framework.

City Centre Strategic Plan 2016-2018

5.56 The City Centre Strategic Plan (“the Strategic Plan”) was adopted in 2016 and is currently the latest iteration of the document. It identifies key priorities for the City Centre’s regeneration. The Site falls within the First Street character area.

5.57 The Strategic Plan notes the following about First Street:

“The development will deliver significant economic benefits for Manchester and the City Region. It is estimated that HOME will attract at least 850,000 visitors a year and create visitor spend of at least £21million. In addition to this, First Street Central will provide 2.24 million sq. ft. of commercial floor space with the potential to accommodate 13,870 people.” (page 39)

5.58 The Proposed Development will directly contribute to the priorities for First Street by delivering high quality, Grade ‘A’ office accommodation within First Street Central.

Green and Blue Infrastructure Strategy (2015)

5.59 Manchester’s Great Outdoors – A Green and Blue Infrastructure Strategy for Manchester 2015-2025’ (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development

5.60 This envisages that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. Four objectives have been established to enable the vision to be achieved:

- Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city’s growth.
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond.
- Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

- 5.61 The Proposed Development will include high quality landscaping that will be available to the public. This will include areas of soft and hard landscaping alongside street furniture. In addition, 24 trees will be planted as part of the scheme and space for potential greening of the city facing public terrace has been allocated.
- 5.62 Strategically, the investment in public realm will help continue a route through First Street that will allow better connections through the regeneration area framed by public realm that includes hard and soft landscaping.
- 5.63 The site is highly accessible via public transport and provides excellent links to other green-spaces. Full details regarding Green and Blue Infrastructure can be found in Appendix B.
- 5.64 This section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of a suite of technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

6 Tall Building Evaluation

Introduction

- 6.1 The Site is identified within the 2018 First Street SDF for commercial office development of up to 17-storeys in height and also benefits from an extant planning permission for a 11-storey commercial office with flexible commercial units (Application Reference: 125833/FO/2019), as well as a previous approval for a 17-storey commercial office and hotel development in December 2018 (Application Reference: 121462/FO/2018).
- 6.2 The current proposals broadly follow the same design principles as the approved development, albeit form an evolution to these to meet current market requirements and reduce the overall height of the building to nine storeys. Whilst it could be argued that the building is no longer 'tall' in the context of recent and committed schemes in and around First Street, a tall building evaluation has been completed to be robust and take into account the Core Strategy statement that: "Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and/or which significantly change the skyline."

Tall Building Policies

- 6.3 The Manchester Guide to Development SPD (2007) states that "it will always be important for the City to be able to accommodate new interest and activity in its different forms, including tall buildings" (p.46).
- 6.4 Manchester's Guide to Development SPD states that the Council "would require any such proposals to be presented in context of the joint guidance produced by CABI and English Heritage for assessing tall buildings" (p.50).
- 6.5 In 2021, Historic England published Tall Building Advice Note 4 Consultation Draft, which represents an update to the CABI and English Heritage Guidance published in 2007, responding to the requirements of the National Planning Policy Framework and the marked increase in proposals for new tall buildings. Therefore, the evaluation of this element of the Proposed Development as set out below is based on the 2021 draft guidance. The Proposed Development is also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.
- 6.6 Advice Note 4 Consultation Draft identifies a series of steps that should be undertaken pre-application for proposals involving tall buildings. These are as follows:
- Identify the zones of visual influence of a proposal, which help to understand the character of the areas that may be affected and any individual heritage assets.
 - Guide and improve design: Design Review is an established tool for the assessment of impact.
 - Understand what illustrative material is likely to be needed in terms of the quality, accuracy, clarity and detail, so that the impact can be properly and objectively assessed.
 - Identify additional material that may be required.
- 6.7 The Proposed Development has been carefully designed after being considered as part of a comprehensive assessment process. An example of this assessment process includes an analysis of the visual impact on identified heritage assets and townscape through a series of accurate rendered key views. Details can be found in the Heritage Statement prepared by Deloitte, as well the Townscape Assessment in Appendix A.

Assessment

Viewpoint Analysis

- 6.8 A total of four verified views have been assessed and are included alongside baseline photography and cumulative schemes in Appendix B. They were chosen for the impact they show regarding the proposed development, including along key streets such as Medlock Street and from River Street.
- 6.9 The views are described below:
- View 1 – looking east from River Street towards the site

- View 2 – looking west from Hulme Street towards the site
- View 3 – looking north from Cambridge Street towards the site
- View 4 – looking south from Medlock Street towards the site

6.10 These are reflective of the views previously used on the Plot 9A and Plot 9 planning application which were approved in winter 2019 and winter 2021, respectively. They have been shared with the Local Authority and examined from both townscape and heritage perspectives.

Townscape

- 6.11 The approach and methodology has been undertaken with reference to taken guidance provided in the Landscape Institute and Institute of Environmental Management & Assessment: Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA).
- 6.12 In addition, consideration has been given to the approved methodology adopted for Plot 9A, feedback from the Local Planning Authority and site visits.
- 6.13 The impact of the proposed development on townscape is summarised below:
- **View 1** – the proposals will have a moderate beneficial effect on the townscape from this view.
 - **View 2** – the proposals will have a minor adverse effect on the townscape from this view. However, it is considered that the regeneration benefits brought of the scheme – and that it is largely not visible from this view – outweigh the potential harm caused.
 - **View 3** - the proposals will have a moderate beneficial effect by contributing to the increasingly urban setting presented in this view.
 - **View 4** - the proposals will have a minor beneficial effect the townscape from this view.
- 6.14 The Townscape Assessment (in full in Appendix A) concludes that the development will have at least a minor-beneficial impact on the city skyline from most views.

Heritage

- 6.15 There are no World Heritage Sites or Scheduled Ancient Monuments within the immediate vicinity nor is the Site within a Conservation Area. The site has six listed assets within 250m of it, with the closest asset being c. 100 metres to the east of the site. All of the Listed Assets are listed in more detail in the Heritage Assessment prepared by Deloitte. The site is c. 450m south east of the Castlefield Conservation Area boundary.
- 6.16 Four views have been prepared for assessment in terms of Heritage. Of these, one (View 4) has been discounted from further assessment in the Heritage Statement as it does not show any heritage assets or the distance between the proposals and heritage assets in the view is considerable.
- 6.17 The impact of the proposed development on the Historic Environment in the views is summarised below:
- **View 1** – The Proposed Development is highly prominent from this Street, however both sides of River Street are also significantly built up. As the Listed Assets around Cambridge Street are not currently significantly visible in the existing view, this view is not considered to cause harm to the setting of the Listed Assets. Overall, the Proposed Development is thought to have a **negligible impact** to the Historic Environment.
 - **View 2** – Although the development will be prominent in this area, given the development context with the endorsed SDF, it is considered that the proposals will help restore the dense urban grain of the area and be well-read within a new development context, alongside the existing heritage assets. The Proposed Development will have a minor beneficial effect on the setting of the visible Listed Assets. Due to other high-rise buildings to the west of the Site currently, such as River Street Student Accommodation, it is also considered the Proposed Development will be read as part of the surrounding cityscape. The setting of the Listed Assets has already evolved a great deal, and they are now read in connection with the surrounding city scape. Therefore, the Proposed Development is considered to have a **negligible to minor beneficial** effect on the built environment.

- **View 3** - This Proposed Development will have a positive effect on the setting of the identified assets, revitalising a Site that has been vacant for c. 40 years. It will also increase permeability through into the city, through the introduction of new landscaped public realm, along First Street, Hulme Street, River Street and Medlock Street, feeding into the emerging First Street masterplan. Overall, the Proposed Development is thought to have a **negligible impact** on the historic environment.

6.18 The Heritage Statement has also considered the impact of the proposals on relevant Listed Buildings as per the table below.

Asset	Significance	Contribution of Setting	Contribution of Site to Setting
Former Cotton Mill on West Side of Junction with Cambridge Street – Grade II	Moderate – low	Minor Negative	Negative
Mill Chimney Stack on East Side of Junction with Cambridge Street – Grade II	Moderate	Neutral	Minor Negative
Chorlton Old Mill – Grade II	Moderate - low	Neutral	Minor Negative

- 6.19 The statement considers that the Site is within the First Street SDF, which is envisaged to be an area of dense development, with development already complete in the northern portion. The proposals will help to restore the dense urban grain of the area and will be consistent with existing and emerging development in this part of the city. This includes slightly further to the west, the four towers at Deansgate Square. The proposals will not dramatically change Manchester’s existing skyline. The existing Site makes a negative contribution to the area. The assessment concludes therefore, that the development will have a negligible impact on the identified heritage assets.
- 6.20 The proposals will not be visible from the closest point of the Castlefield Conservation Area, due to the significant levels of high and medium rise buildings, existing and proposed. Subsequently, it is considered that the proposals will therefore not have any impact on the setting of the Conservation Area. For this reason, the Castlefield Conservation Area was scoped out of any further assessment.
- 6.21 Given the long-running detrimental value of the largely cleared Site, there is a high capacity for replacing the lost built form and grain of the Site, and an opportunity to enhance the architectural urban qualities surrounding the Site.
- 6.22 Today, the surrounding area has a large expanse of cleared sites, which have most recently been used as a surface level car parks.
- 6.23 In accordance with the requirements of the NPPF, the significance of the designated heritage assets which have the potential to be affected by the application proposals have been described within the Heritage Statement. This included an assessment of the contribution the setting and the Site makes to this significance. The impact on this significance has been assessed.
- 6.24 It has been concluded that the proposal will have a negligible impact on the special architectural and historic interest of the identified listed buildings. Overall, the proposal is in accordance with national and local policy.

Public Benefits

- 6.25 The Proposed Development results in less than substantial harm to the heritage assets as confirmed above and in the Heritage Statement.
- 6.26 Paragraph 201 of the NPPF, as published in 2021, states that:
“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”
- 6.27 The National Planning Practice Guidance (NPPG) defines ‘public benefits’ as follows:

“Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework. Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits.”

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

- sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- reducing or removing risks to a heritage asset; and
- securing the optimum viable use of a heritage asset in support of its long term conservation

6.29 The Proposed Development will result in a number of public benefits and these are summarised as follows:

- Economic Benefits:
 - The City Centre is expanding to the south towards the Inner Ring Road. This Site, and the whole First Street area, has been largely underutilised for many years. The proposed re-use of the Site for mixed use positively contributes towards the ongoing regeneration of Manchester and the expansion of the city centre.
 - There is a finite amount of land available within Manchester City Centre and the proposed development positively uses that available land to deliver a highly sustainable commercial office development, which supports the primary economic function of the city centre identified in planning policy and accords with an endorsed regeneration strategy.
 - The proposals will deliver large floorplates for office occupiers which are not commonly available elsewhere in the city centre due to the aforementioned constraints on available land supply.
 - Opportunity to attract and retain important occupiers in the city, as has already happened in the wider First Street area. The proposed office use will support other uses across the First Street site, promoting the area as a ‘destination’ and ensuring a sense of place is fostered.
 - The proposed development is projected to create over 1,588 jobs.
 - A Statement of Intent is submitted as part of this application to set the groundwork for a Local Labour Agreement to be drawn up post determination, subject to further dialogue with MCC.
- Environmental Benefits:
 - Improving visual amenity of the site.
 - Incorporating high quality public realm and landscaping.
 - Improving biodiversity of the site by increasing the amount and type of vegetation.
 - Enabling an accessible pedestrian route promoting sustainable and active travel.
 - Utilising sustainable technologies where appropriate and practical.
- Social and Cultural Benefits:
 - Enhancing pedestrian linkages through the Site to existing communities in Hulme, Castlefield, and the Wider City Centre.
 - Improving connectivity to Manchester’s blue and green network, including Hulme Park and the River Medlock.
 - Job creation at a local level for Manchester residents.
 - Supporting the existing cultural hub at First Street North and adding to the vibrancy of the area.
 - Providing high quality, highly visible, well designed buildings in a key gateway location into the city centre from Mancunian Way, which signalise the entrance to the city centre and highlight Manchester’s high quality ambition towards the city townscape.

- 6.30 The cumulative benefits of the proposals will be significant to provide a number of public benefits to the local community.

Wind

- 6.31 A Wind Microclimate Report has been undertaken by Architectural Aerodynamics (AA) to assess the wind impacts of the development onto the surrounding area. The assessment highlights that there will be no adverse effect on the pedestrian comfort or safety conditions of the surrounding area.

Sunlight and Daylight

- 6.32 A Sunlight and Daylight Report has been prepared by Gray Scanlan Hill as part of this application.
- 6.33 The report has assessed the impact of the proposals on the most relevant sensitive receptors which are Chorlton Mill and MacIntosh Mill, nearby residential developments 150-250m to the east of the site, and City South c. 150m to the west. This approach has been influenced by the scope of the sunlight and daylight assessment previously employed on the approved Plot 9A site (Application Reference: 121462/FO/2018).
- 6.34 The report adopts the provisions set out in the Building Research Establishment ("BRE") design guidance Site Layout Planning for Daylight & Sunlight: A Guide to Good Practice, which is recognised as the industry standard, technically robust, methodology for appraising daylight and sunlight amenity impact in the built environment. This sets out three key measures set out within the BRE guidance: Vertical Sky Component (NSL), No Sky Line (NSL), and Annual Probable Sunlight Hours (APSH).
- 6.35 The results for Macintosh Mill, Chorlton Mill and City South are outlined below. The report has also considered the impact that the proposed development will have on public amenity space within the vicinity of the Site. Results are also included when the cumulative scenario is also considered with the massing of the following neighbouring developments including: First Street Plot 11, Deansgate Square, River Street, and Hotspur Press.
- 6.36 The nearest space is James Grigor Square, located approximately 50m to the north-west. The assessment concludes that the proposals will have a non-significant impact on James Grigor Square for Sunlight and Daylight amenity.

Macintosh Mill

VSC

- 6.37 141 individual windows appraised, servicing 84 rooms.
- 6.38 In the existing, baseline condition 97 windows (69%) of the 141 appraised achieve the 27% VSC target. The remaining 44 rooms do not achieve the target in the baseline condition.
- 6.39 Following development, all 141 windows (100%) would continue to either achieve the 27% VSC target in the proposed condition or experience reductions in existing VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

NSL

- 6.40 All rooms appraised (100%) would also satisfy the BRE's NSL test, with the majority experiencing no reduction in the area / extent to which direct sky light is currently distributed within each room. Where rooms do experience an NSL reduction, this is by significantly less than the 20% reduction that is accepted by the BRE and would not be noticeable to the room occupants.

APSH

- 6.41 66 individual rooms have been sunlight appraised, served by 118 individual windows.
- 6.42 50 rooms (76%) achieve the 5% winter and 25% annual APSH target in the existing condition. There are 6 rooms (9%) that achieve either the winter or annual APSH target (and in this regard are partially BRE compliant), and 10 rooms (15%) that achieve neither of the APSH targets.
- 6.43 The Proposed Development would not result in a significant reduction in annual APSH levels. 66 rooms (100%) would continue to either achieve the BRE's sunlight targets or come within an acceptable tolerance of them, or experience reductions in annual or winter APSH of less than 20% accepted by the BRE, on the basis that such a reduction would not be noticeable to the room occupants.

- 6.44 Overall, the daylight and sunlight report consider that the Proposed Development will have a non-significant impact on Macintosh Mill for Sunlight and Daylight Amenity.

Chorlton Mill

VSC

- 6.45 180 individual windows have been appraised, serving 86 rooms.
- 6.46 In the baseline condition 90 windows (50%) of the 180 appraised achieve the 27% VSC target. 90 windows (50%) do not achieve the target in the baseline condition.
- 6.47 Following development, all 180 windows (100%) would either continue to achieve the 27% VSC target in the proposed condition or experience reductions in baseline VSC values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.

NSL

- 6.48 All rooms appraised (100%) also satisfy the BRE's NSL test, with the majority experiencing no reduction in the area / extent to which direct sky light is currently distributed within each room. Where rooms do experience an NSL reduction, this is by significantly less than the 20% reduction that is accepted by the BRE and would not be noticeable to the room occupants.

APSH

- 6.49 86 individual rooms have been sunlight appraised, served by 180 individual windows.
- 6.50 In the baseline condition, 84 rooms (98%) achieve the 5% winter and 25% annual APSH target. A single room achieves the winter APSH target but falls slightly short of the annual APSH target. The remaining room, located at lower ground level adjacent to the large chimney, achieves neither the winter nor the annual APSH target in the baseline condition.
- 6.51 Following development, all rooms (100%) would either continue to achieve the BRE's winter and annual APSH sunlight targets or experience reductions in baseline APSH values of less than the 20% reduction that is accepted by the BRE, on the grounds that it would not be noticed by the room occupants.
- 6.52 Overall, the report considers that the proposed Development will have a non-significant impact on Chorlton Mill for Sunlight and Daylight Amenity.

Cumulative Assessment

- 6.53 Given the overall high majority BRE compliance (and the City context), the impact of the Proposed Development is considered to be appropriate and acceptable.
- 6.54 Equally, the overall high BRE compliance and inherent limitations of some rooms not achieving BRE targets (detailed fully in the report), the impact of the Proposed Development upon the neighbouring receptors in the cumulative is considered appropriate and acceptable.
- 6.55 In addition, the Proposed Development is reduced scale and therefore falls within the previously approved sunlight and daylight impacts, associated with the extant scheme on this site.

Sustainable Design and Construction

- 6.56 The application is supported by an Energy and Sustainability Statement (including a BREEAM Pre-Assessment) by Cundall. These documents set out how the Proposed Development will incorporate sustainability measures, including energy efficiency and environmental design.
- 6.57 In respect of climate change, Paragraph 154 of the NPPF states new development should be planned for in ways that:
- avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and

- can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.
- 6.58 Further to this, Paragraph 157 states that local planning authorities should expect new development to:
- comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
 - take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 6.59 The Core Strategy Policy EN4 encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:
- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
 - To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- 6.60 Policy EN6 of the Core Strategy seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:
- A CHP/district heating anchor or connection, or where not feasible.
 - A 15% increase on Part L 2010.
- 6.61 The 2013 edition of Approved Document L1A: Conservation of fuel and power in new dwellings gives guidance for compliance with Building Regulations for building work carried out in England.
- 6.62 The supplementary planning document, Guide to Development in Manchester (2007) also details the Environmental Standards development in Manchester is expected to achieve, including energy efficiency, renewable energy and environmental design.
- 6.63 Plot 9a has sustainability and well being embedded into its design from first principles and will be market leading in terms of sustainability, becoming the first net zero carbon building in operation on the First Street Estate and the first to benefit from a mixed mode heating and cooling system using a mix of natural and mechanical ventilation. This will create a building with a NABERS rating of 5.5 stars above. The design proposal for Plot 9a is first rate when it comes to embodied energy and its energy in use performance. The client brief is to deliver a building that is best in class for sustainability and tenant wellbeing. The design and performance of the building will be appraised, monitored and refined by using BREEAM and a new scoring system called NABERS which is a sustainability rating system that looks specifically at energy in use. This significantly exceeds policy and will set a new benchmark for energy n operation within the city.
- 6.64 The Building Research Establishment Environmental Assessment (BREEAM) New Construction 2018 methodology has been used as guidance to benchmark the building. A preliminary BREEAM assessment has also been undertaken for development indicating that a "Excellent" rating is able to be achieved.
- 6.65 The Energy and Sustainability Statement prepared by Cundall details how the Proposed Development complies with the relevant national and local policies.
- 6.66 The combination of passive and energy measures and a photovoltaic array will potentially deliver a 24.6% improvement over the Building Regulations CO2 emission target. Thus, the development complies with Policy EN6 of Manchester City Council's Core Strategy, which stipulates that non-domestic development should achieve a minimum 15% improvement over Building Regulations Part L 2010 (i.e. equivalent to a 7% reduction on part L 2013).
- 6.67 The report sets out a number of sustainability measures that address the requirements of the Guide of Development to Manchester SPD (2007) and Core Strategy Policy EN4 and EN6. These include measures to reduce water demand and improve water efficiency; for example, flow restrictors to taps, waste management processes that aim to maximise recycling during construction and operation, suggestions

about how to procure materials sustainably – for example through local and recycled materials, and renewable energy measures such as PVs referenced in the paragraph above.

Architectural Quality

- 6.68 Chapter 12 of the NPPF advises that well-designed places are a key aspect of sustainable development and that it is indivisible from good planning. At paragraph 130 it is advised that developments should; function well, be visually attractive, be sympathetic to local character and history, establish a strong sense of place, optimise site potential, and create inclusive safe places.
- 6.69 In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers.
- 6.70 In October 2019, the Ministry for Housing, Communities, and Local Government published a National Design Guide. The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.
- 6.71 In July 2021, the Ministry for Housing, Communities and Local Government published the National Model Design Code. The code provides details guidance to promote successful design. Alongside this, the NPPF was updated which put “beauty at the heart of the planning system” to reflect the Government’s manifesto commitment to making ‘beauty’ and placemaking a strategic theme in national planning policy.
- 6.72 As detailed within this statement, the proposals have been produced in line with the appropriate planning guidance surrounding appearance and materials.
- 6.73 The Proposed Development has been prepared by an Applicant and highly experience design team led by JMA and Planit-IE who have experience in designing large developments in city centre locations, alongside heritage expertise provided by Deloitte.
- 6.74 The design merits and architectural quality are identified within the Design and Access Statement by JMA. The design is well considered, contemporary and distinctive which responds to the surrounding area.

Air Quality

- 6.75 Manchester’s Core Strategy Policy EN 16 Air Quality sets out the Council’s commitment to improving air quality across the city, with developers being expected to minimise and mitigate the local impact of emissions from the traffic generated by the development as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
- 6.76 Core Strategy Policy DM1 also details that development should have regard to the effects on amenity to existing and future residents.
- 6.77 An Air Quality Assessment has been prepared by Cundall in support of this application. This report has assessed how the proposals might impact on surrounding air quality conditions during both construction and operation phases.
- 6.78 During construction, it is considered that dust arising from building activities might cause a “high’ risk of causing significant effects on air quality conditions. However, it is considered that if the appropriate mitigations were applied it was assessed that the construction effects of the proposed development would not be significant. Overall, construction activity impacts were concluded not to have significant effects on air quality.
- 6.79 When operational, it is considered that traffic impacts would not have a significant effect on air quality. In addition, a detailed assessment has been undertaken on the proposed boiler system which concludes that there will be no significant effects on air quality.

Transport

- 6.80 Promoting sustainable transport is central to the policies in the NPPF. Paragraph 104 highlights the need for sustainable transport solutions to reduce congestion and emissions and improve air quality and public health.

- 6.81 One of the key elements of national and local planning policy is to ensure that developments are located in areas where alternative modes of travel are available. Developments should not be isolated but should instead be located close to complementary land uses. Encouraging the integration of planning and transport supports the aim of reducing overall travel and use of private car.
- 6.82 The Core Strategy sets out a number of transport policies. Policy T1 outlines MCC's support of proposals which support sustainable modes of transport and encourage a shift away from a reliance on private vehicles.
- 6.83 Policy T2 outlines that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers.
- 6.84 As detailed previously, the site is in a highly sustainable location with easy access to a range of transport options, including;
- Deansgate Train Station
 - Deansgate-Castlefield Metrolink Tram Stop;
 - Manchester Oxford Road Train Station; and
 - Easily accessible footpaths and cycle paths.
- 6.85 A Framework Travel Plan has been prepared by Vectos in support of the application. This sets out a number of measures that will be incorporated on site to promote sustainable transport patterns – for example, advertising car sharing opportunities to occupiers within the building.
- 6.86 In addition, a Transport Statement has also been prepared by Vectos. This considers the impact that the proposals may have on the highway and includes modelling on likely trips to and from the site for each use.
- 6.87 Cycle parking with changing rooms, lockers and showers will be provided in excess of MCC's minimum requirements including a total of 130 spaces within a feature hub on the ground floor accessible from the street.
- 6.88 The report notes that trips by public transport will make up the majority of the travel modes to and from the development. However, when considering trips made by cars, in total there can expected to be 82 vehicle arrivals as a result of the development during peak AM hours and 78 departures during the evening peak hour. The peak hour car trips generated by the development will be relatively modest with around 89 two-way trips in each peak hour. The proposed development provides 26 car parking spaces, all of which are accessible, and therefore the majority of car trips generated by the development will be expected to park in nearby public car parks.
- 6.89 The car trips generated by the development represent around two vehicle movements per minute during the busiest hours of the day, and the trips will be dispersed across a number of city centre car parks. The effect of these trips upon the operation of the surrounding highway network, including the Inner Ring Road will therefore be negligible.
- 6.90 It is considered that this level of trips would not result in material changes to the capacity or safety of the surrounding highway network.

Television Reception

- 6.91 MCC suggests that a TV Reception survey should accompany all planning applications over four storeys in the interest of residential amenity as outlined by Core Strategy policy DM1.
- 6.92 G-Tech has produced a television reception report in support of the application to assess the potential impact of the Proposed Development on local television signal.
- 6.93 The report concludes that the proposed development is not expected to cause any interference to the reception of either television or radio services. No mitigation measures are required to restore the reception of any broadcast service. This report provides the existing level and quality of radio and television signal reception in the survey area and can be used to support the planning submission.

Summary

6.94 Policy EN2 of the adopted Core Strategy (July 2012) states that: "Tall buildings are defined as building which are substantially taller than their neighbourhood and/or which significantly change the skyline." As the Proposed Development meets this criteria as a tall building, the table below assesses the Proposed Scheme against the criteria set out in this Policy.

Policy EN2 Tall Buildings from the Manchester Core Strategy (2012)	Response
Are of excellent design quality. A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including its skyline and approach views.	The proposals have been designed by a professional design team with significant experience and track record of delivering projects of this complexity and scale. The First Street SDF supports a taller building in this location, as a key gateway to the city from Mancunian Way and Hulme. The proposals will elongate the building line of No.8 First Street out of the city, extending the built form and improving the area.
Are appropriately located. Suitable locations will include sites within and immediately adjacent to the city centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes	Plot 9a of the First Street area is in a highly sustainable and accessible location. To the north of the site, within a ten minute walk, there is Oxford Road Train Station, Deansgate Station, and Deansgate-Castlefield Metrolink stop. The proposals also include the extension of the existing First Street, to promote walkability from Hulme and the Universities into the city centre.
Contribute positively to sustainability. By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.	The proposals will provide a sustainable, long term building that complements its surroundings. The proposals include an area of public realm around the building and elongation of First Street, and will serve to improve the pedestrian experience. An Energy and Sustainability Statement has been prepared by Cundall and submitted as part of the application. This states that the proposals will potentially deliver a 24.6% improvement over the Building Regulations CO2 emission target.
Will bring significant regeneration benefits. It will also be necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.	The site is currently an area of hard standing. It is hoarded and unattractive. The proposals will bring this back into active use delivering high quality new office accommodation that is required within the city. The proposals will also include attractive new public realm. The extension of First Street will be significant in improving the pedestrian experience for those entering the city on foot from Hulme. The development will directly deliver on the objectives and development principles of the First Street SDF. The proposals are designed by an experienced and highly credible Applicant and Design Team. The location has demonstrated its viability as a successful office location.

7 Site Specific Issues

7.1 This section provides a response to site specific issues of relevance to the consideration of the application, not covered in Section 6 which covers site specific issues relevant to the Tall Building assessment.

Flood Risk and Drainage

7.2 Ramboll has produced a Flood Risk Assessment and a Drainage Strategy.

7.3 The Flood Risk Assessment concludes that the EA flood maps show the application site to be situated within the Flood Zone 1, at low risk of tidal fluvial flooding. Flood risk from all other sources has been assessed to be low. The proposed development is appropriate within Flood Zone 1. Therefore, the sequential test process outlined in the NPPF is deemed to be passed and the exception test is not required.

7.4 The Drainage Strategy outlines the proposed strategy, including estimated peak flows. Foul and surface water from the site is proposed to be drained into the combined sewers. However, it is noted that discharge of surface water from the overall site will need to be restricted into the public sewer system and, therefore, surface water attenuation will be provided. In addition, the report discusses how the drainage proposals for Plot 9a are cognisant of potential future development requirements from the adjacent Plot 10 site in First Street.

7.5 A review of potential sustainable drainage techniques has been provided within the Report. It is considered that the following options are possible but need to be analysed fully during detailed design and dealt with via the use of a planning condition:

- Tank/Cellular Storage: A method involving storage tanks or plastic geocellular crates installed below the lowest ground level that can be used to provide large volumes of storage prior to discharge
- Increased pipe sizes: Large diameter pipework could be used for attenuation and convey rainwater from the roof areas to the discharge point.
- Green/Brown Roofs: Planted roof areas which provide a degree of rainfall storage and attenuation for small return period storms.
- Blue Roofs: A method of storing water at roof level within plastic geocellular shallow crates and restricted discharge at roof level.
- Permeable or porous surfaces: Surfacing systems which allow water to infiltrate through the surface to an underlying gap-graded sub-base or into a sub-base tank and attenuated before discharge either through infiltration or restricted discharge.
- Infiltration measures: Soakaways which infiltrates directly into the ground as opposed to discharging to a watercourse or sewer are only possible for small areas of the site due to the space restrictions on the site.

7.6 It also considers that the use of rainwater harvesting for grey-water use within the buildings would decrease the volume and rate of surface water runoff. This will reduce the roof runoff in low return period events, however it cannot be considered to reduce peak flows since the drainage strategy has to assume that the rainwater tank is full and therefore overflowing. Whilst this may be possible this would not be considered in the calculations for attenuation.

7.7 In addition, the Report has considered other measures which have been discounted as inappropriate for the site. These include detention basins and swales.

Ground Conditions

7.8 A Ground Conditions report has been produced by Ramboll to assess the site. This builds on previous reports prepared for the Site in 2016 and 2017.

7.9 The historical use of the site as a rubber works with the historical plans showing asbestos clad buildings leads to the potential for asbestos to be present within the Made Ground on site. The most recent

investigation data (Ramboll, 2018), Made Ground across the entire site is considered likely to be impacted with asbestos at low concentrations.

- 7.10 The presence of organic deposits like peat in the underlying alluvium, or from the potential infilled channels, means there is a potential for the generation of ground gases. There is also a potential risk to future site users from any volatile contaminants in the subsurface and to the underlying aquifer from any mobile contaminants.
- 7.11 In light of the above the report makes the following recommendations:
- There is likely to be a requirement for a piling risk assessment to address any potential increase in risk to the aquifer which the development cause during construction works. Consultation with the Environment Agency should be undertaken to clarify expectations in this regard for this area.
 - A remedial strategy document for the proposed development will be required to address all remaining identified contamination issues.
 - Earthworks at the site are recommended to be undertaken in accordance with an appropriate Material Management Plan (MMP).

Ventilation

- 7.12 A ventilation report has been produced by Cundall. This highlights that the office areas are served by landlord plant, with primary ductwork routed within service risers located around the central core. The plant and distribution ductwork are split to reflect the potential four tenant split on each floor. In addition to landlord risers there are dedicated tenant risers provided, which offer flexibility for future tenants to install additional ventilation systems as part of the CAT B fit-out, which may include supplementary ventilation systems, kitchen extracts systems etc.
- 7.13 Mechanical supply and extract ventilation systems will be installed to serve the building. 2 No. roof mounted air handling units (AHU's) will be provided to serve the building via a ductwork distribution system. Distances between the supply and exhaust will be maximised to reduce air re-circulation. The ductwork will be distributed vertically within four dedicated service risers with supply and extract branches installed to serve each floor.
- 7.14 The winter gardens will be provided with mixed mode ventilation systems. Powered Opening Ventilators (POV's) will be installed to allow tenants to naturally ventilate the space when external weather conditions permit. Ductwork branches from the central system will also be provided to enable the space to be ventilated when the POVs are closed. The systems have been designed to provide fresh air and minimise internal pollutants (and ingress of external polluted air into the building).
- 7.15 A louvre will be provided at high level in the façade, along Medlock Street, which will be used for the intake of outside air and discharge of vitiated air.

Trees

- 7.16 An Arboricultural Impact Assessment has been prepared by Urban Green. This has assessed existing trees on site.
- 7.17 This report highlights that there are eight individual trees and one group of trees with approximately 50 specimens; however, the trees in this group are young self-set scrubby specimens retaining little value.
- 7.18 The tree survey classifies most of the trees as "C – low quality" or "U – very low quality". However, one single tree and one group of trees are classified as "B – moderate quality".
- 7.19 The proposals necessitate the removal of all trees within the red-line boundary to facilitate development coming forward on this underutilised site. However, the landscaping strategy prepared by Planit-ie includes tree planting and will achieve a c.3:1 replacement ratio. The proposed trees form part of a dedicated landscape design and contribute to the extension of trees that are already provided on Medlock Street and First Street which will contribute to the place-making strategy for First Street as a whole. On balance, it is considered that the loss of trees on the site is considered acceptable.

Ecology

- 7.20 An Ecological Assessment has been undertaken by Penny Anderson Associates. This included a desk-based assessment in 2018 and a site walkover which took place in August 2021.
- 7.21 The assessment highlights that there are no statutory designated sites within 2km of the site. There are non-statutory sites within 2km of the site however they are a considerable distance away. It notes that the Site largely comprised hardstanding with self-seeded ruderal vegetation growing in narrow bands around the edges, which becomes increasingly sparse in the more open areas and/or disturbed areas.
- 7.22 Given the relative isolation of the Site from larger areas of semi-natural habitat, and the lack of suitable refuge for protected species, it was concluded that the only species relevant to this assessment were foraging bats, breeding birds potentially nesting in the denser vegetation, and foraging black redstart.
- 7.23 With regard to breeding birds and foraging black redstart there was no evidence of these on site, although records of such birds in the local area was noted. It was thought that there was some potential for birds to nest in trees and denser shrub/scrub areas. However, the suitability of the Site for black redstarts is considered to be limited by the open and frequently disturbed nature of the Site.
- 7.24 With regard to bats, the Site is 250m from the closest bat roost; a common pipistrelle roost within the culvert of the River Medlock. The Site contains no potential tree roost sites for bats as there are no mature trees or larger trees with suitable features such as rot holes, cankers or splits. The only building on site is a new, temporary office which has no features suitable for roosting bats. As such there is negligible potential for bats to be roosting on site.
- 7.25 Ultimately, the report recommends that all vegetation clearance should be undertaken outside of the breeding season for birds (i.e. avoiding the March to August inclusive period). If vegetation clearance needs to be undertaken in the March to August period, then a suitable Method Statement for Breeding Birds should be put in place to ensure any risk to nesting birds from site clearance are managed appropriately. Additionally, where possible, it would be useful to incorporate a range of native and/or 'wildlife friendly' plant species into the landscape design would enhance the site for local insect and bird populations.

Archaeology

- 7.26 A Historic Environment Desk Based Assessment was carried out in 2016 by Pre-Construct Archaeology Ltd. The report confirmed no remains are identified within the site that are considered to be of National importance, however there could be some of Local significance.
- 7.27 A Written Scheme of Investigation has been prepared by Pre-Construct Archaeology and submitted with this application. This sets out a scope for investigative works on Site. The proposed works will see the execution of an archaeological strip, map and record (SMR) investigation targeted at two areas of the site, which have been agreed with the Greater Manchester Archaeological Advisory Service (GMAAS).

Waste and Servicing

- 7.28 A Waste and Servicing Strategy has been prepared by Vectos.

Waste

- 7.29 Vectos has undertaken the necessary calculations to forecast waste creation from the Proposed Development. This has fed into the requirements for bin capacity, including waste recycling proportions. It is also expected that waste generated by the office use will be collected via a private regime five times per week.
- 7.30 A refuse store is accessed via the southern elevation of the building within the Proposed Development's servicing bay.
- 7.31 Vectos have calculated that twelve 1,100 litre Eurobins and five 240 litre bins are required to service the Proposed Development's waste requirements. Subsequently, the refuse container provision proposed in the development's refuse store is expected to meet its demand as this provides space for twenty four 1,100 litre Eurobins and a total of eleven 240 litre bins.
- 7.32 In terms of waste transfer, waste from the office use would initially to be stored in bins on the floorplate and then be transferred in sacks to the refuse store on ground floor level via the goods lift. Once at ground

floor level, sacks will then be deposited in the appropriate refuse container by building management. Waste from the Refuse Store will be taken out to a collection area on southern elevation by waste operators immediately prior to collection and returned to the bin store swiftly by building management afterwards.

- 7.33 Vectos have completed MCC's required Waste Proforma and this is included as an Appendix to the Waste and Servicing Strategy.

Servicing

- 7.34 An internal servicing bay is provided within the Proposed Development, on the southern elevation.
- 7.35 All deliveries at the development will be undertaken between the hours of 07:00 and 20:00, with café/events space collections made from 08:00 onwards in order to ensure no disruption towards future surrounding residential units.
- 7.36 As the proposed development will be located within the First Street Regeneration Area, deliveries are likely to be made as part of a combined service route so each building would be serviced in turn. It is expected that there could be up to 30 servicing and delivery trips generated by the site per day and these could be coordinated with other buildings on First Street in order to avoid any potential conflict between various delivery slots.

Security

- 7.37 A Crime Impact Statement has been prepared by Greater Manchester Police (GMP). Overall, having assessed the development using principles of 'Crime Prevention through Environmental Design' the report highlights that no major design changes are required.
- 7.38 However, the report states a number of recommendations for further consideration during detailed design which would need to be addressed for Design for Security to support the proposed scheme. The project team has provided an initial response against these recommendations within the Design and Access Statement prepared by JMA.

Accessibility

- 7.39 The site benefits from excellent transport links via railway stations at Deansgate and Oxford Road (375m to the north east). These provide access to local, regional, and national destinations, including Manchester Airport.
- 7.40 Similarly, easy access to the tram network can be obtained at the recently improved Deansgate/Castlefield Metrolink Station (circa 400m to the north-west). This provides access to destinations across Greater Manchester including Altrincham, East Didsbury, Bury, Rochdale, Oldham, Manchester Airport, and Salford Quays. The Metrolink system is currently being expanded to include additional routes to the Port of Salford, via Trafford Park and the Trafford Centre.
- 7.41 Bus corridors along Deansgate and Oxford Road are located within close proximity to the site (500m to the west, and 475m to the east, respectively). The Oxford Road Bus Corridor in particular has benefitted from wholesale investment from Transport for Greater Manchester to create a more efficient route from the city centre through to South Manchester. This route passes both the University of Manchester and Manchester Metropolitan Universities as well as Manchester Science Park.

8 Statement of Consultation

- 8.1 Several iterations of the development proposals for Plot 9a have been progressed. At each stage, pre-application consultation has taken place to ensure the Local Planning Authority, Ward Members, neighbouring residents and businesses, as well as statutory and other key stakeholders have had the opportunity to be fully informed and consulted on the proposals in advance of submission.
- 8.2 An outline of each application and the associated consultation undertaken is below.

Plot 9A (December 2018)

- 8.3 Planning Permission was granted for a 17 storey commercial office and hotel development on Plot 9A in December 2018 (Application Reference: 121462/FO/2018).
- 8.4 This application was subject to a comprehensive stakeholder engagement including presentation at a PlacesMatter Design Review panel, engagement with Historic England and Greater Manchester Police, and multiple meetings with the Local Planning Authority. Engagement also took place with Local Ward Councillors from the Deansgate Ward. This was covered within the Statement of Consultation prepared for that application.

Plot 9 (January to July 2019)

- 8.5 During early 2019, the Applicant became aware of an office occupier with interest in preletting a substantial amount of floorspace in the First Street area. This started a period of dialogue and the Applicant began to form plans to accommodate them within an enlarged Plot 9 building. This would still accommodate a Premier Inn hotel on the upper floors. In tandem with this, the Applicant worked with Whitbread (owners of the Premier Inn brand) to prepare plans to redevelop their existing Premier Inn site on Medlock Street.
- 8.6 These proposals for a 14 storey commercial office and hotel development on Plot 9 built from the design ethos in approved the Plot 9A scheme, promoting a similar approach to architecture and landscape design in particular. The proposals were subject to a robust public consultation exercise including a PlacesMatter panel and a public exhibition in July 2019.
- 8.7 The public consultation was very well attended. 24 comments were left during the consultation and a number were received after the consultation. Of these comments only 4 were specifically for Plot 9. All of these were supportive of the proposals with a number of very positive responses. 12 were jointly for Premier Inn Site and Plot 9, with 10 of these supportive of the proposals. The remaining comments related to the proposals for the existing Premier Inn site.

Plot 9 (September to December 2019)

- 8.8 For commercial reasons the hotel element of the scheme was removed in September 2019. However, the office pre-let interest in the development remained and design work continued to progress on designing an 11 storey office building on Plot 9.
- 8.9 The design principles established through the evolution of the scheme from the previously approved Plot 9A scheme and the previous work developing Plot 9 during summer 2019 have been retained. In addition, feedback received during consultation has been incorporated or addressed in this scheme.

Plot 9A (December 2021)

- 8.10 The current planning application has taken into account the consultation events for the site since 2018.
- 8.11 A primary driver for the design of this iteration of development on Plot 9a is maximising active frontage so that the building creates positive street spaces for people whether visiting or passing through. As such the building is designed to be permeable and to encourages people to be welcoming, to enter and engage with its facilities.
- 8.12 Meetings were held with Manchester City Council on the 20th September 2021 and 11th October 2021, where discussions were held regarding the form of the application and the emerging design.

- 8.13 Deansgate ward Councillors were emailed with details of the proposals and offered the chance to meet and discuss the application. No Councillor accepted the offer of a meeting.
- 8.14 Leaflets are to be sent to over 3000 residents and businesses in the area following submission of the application describing the updates to the proposals and detailing where the information could be found on Manchester's planning portal. Any public comments will be responded to as part of the planning application process.

9 Summary

- 9.1 This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of Plot 9A of the First Street Masterplan in Manchester city centre.
- 9.2 The wider First Street framework area has been earmarked as a priority regeneration area since 2005. First Street North and Central have welcomed success since their development, including HOME, several restaurant uses and office development at No.8 First Street. Therefore, further development around First Street Central is the appropriate next step.
- 9.3 The Site is identified within the 2018 First Street SDF for commercial office development of up to 17-storeys in height and also benefits from an extant planning permission for a 11-storey commercial office with flexible commercial units (Application Reference: 125833/FO/2019), as well as a previous approval for a 17-storey commercial office and hotel development (Application Reference: 121462/FO/2018). The current proposals broadly follow the same design principles as the approved development, albeit form an evolution to these to meet current market requirements.
- 9.4 The Proposed Development comprises a market leading office building where sustainability comes first - delivering a Net Zero Carbon in operation building with market-leading sustainable credentials ("NABER 5.5 STAR") and a focus on energy usage, wellbeing and different types of working, and reduction of embodied carbon from construction.
- 9.5 The building is designed by Jon Matthews Architects (JMA) and is a nine storey building with basement and roof top plant. To achieve the target Net Zero Carbon sustainability ratings, the previous fully glazed approach has been replaced with a much more solid façade (reducing the glazing to c40% as this lets less heat in/out) with the use of high quality natural materials. The appearance will reflect the existing high quality at First Street and the design uses textured masonry around the façade (rather than metal or aluminium). Extensive cycle parking will be provided at ground floor and accessible parking at basement level.
- 9.6 The generous approach to landscaping and public realm broadly remains as previously approved. Planit are retained as landscape architects, ensuring this links into the wider First Street area.
- 9.7 The redevelopment of the Site for an office development fully complies with the national and local development plan policies, and the First Street Strategic Development Framework.
- 9.8 The Site is in a strategic location due to the proximity of a wide range of transport links. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.
- 9.9 A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Greater Manchester Police, and the wider community.
- 9.10 The Proposed Development has been designed to respond to the surrounding area and the historic context. A comprehensive design analysis has been undertaken to ensure that the scale of the development reflects its prominent location on Medlock Street, on a major through route into the city from Mancunian Way.
- 9.11 The Proposed Development achieves the desired streetscape variety and will act as a landmark entry-point to the city centre. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 9.12 The Proposed Development is a high quality scheme which is not only a benefit to the tenants but also for the wider First Street area and its connectivity to Hulme, Castlefield, Deansgate and Great Jackson Street, as well as the wider city centre including the blue and green infrastructure with pedestrian linkages to the Manchester waterways and public open spaces such as Hulme and All Saints Parks.
- 9.13 The proposed development will bring the following benefits:

- **A viable use of an underused site:** the currently unused site is unattractive and fails to fully utilise the positive attributes of the Site. The proposals are wholly in line with the First Street SDF which identifies the need for an increase in commercial floorspace within the city centre. The redevelopment of the Site will maximise the benefits that can be delivered from the Site, whilst providing an attractive environment that will encourage further investment in the surrounding area.
- **Support employment opportunities:** The scheme will support the growing economy in Manchester. The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the city centre. In addition, during the construction phase, employment opportunities will be created.
- **Contribute to the economic growth of Manchester:** The proposals will deliver a large amount of commercial office floorspace in a highly sustainable location within Manchester City Centre. The proposals include large floorplate, Grade A office accommodation of which there is very limited supply in the city centre. This requirement is driven by general market demand but, more specifically, an identified pre-let for a number of the floors.
- **Vitality:** The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. Public realm improvements and redevelopment of the Site will create 24hr natural surveillance and discourage anti-social behaviour in the area. The inclusion of commercial units facing Medlock Street will create an active frontage on this key route into Manchester City Centre.
- **Demand:** The wider First Street area has benefitted from high demand and includes large multinational confirmed tenants such as Gazprom and WSP. Expansion of the commercial offer will continue to attract large businesses to Manchester City Centre, and more specifically First Street.

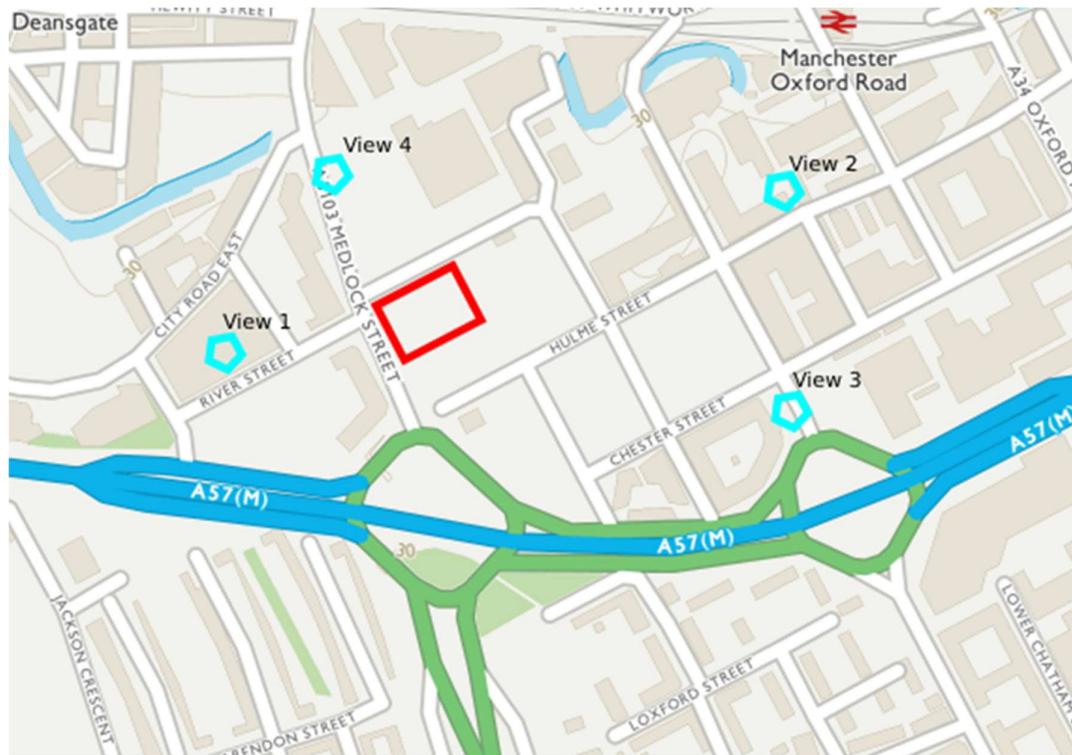
9.14 In summary, a detailed assessment of the proposals has been undertaken against planning policy at all levels as set out within the body of this report. Taking all of this into account, it can be concluded that the Proposed Development is considered to be compliant with the aims and objectives of the Development Plan taken as a whole.

9.15 It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, the Proposed Development therefore merits of the support of the Local Planning Authority and the grant of Planning Permission.

Appendix A – Townscape Considerations

This appendix considers the impact that the proposed development would have on townscape and streetscape. This includes a baseline photograph and Verified Views which illustrate the proposed development. The map below outlines selected views for this assessment, each of which are orientated towards the Site.

Figure A.1: Location of Views (Site outlined in Red)



The approach and methodology has been undertaken with reference to taken guidance provided in the Landscape Institute and Institute of Environmental Management & Assessment: Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA). Consideration has been given to the approved methodology adopted for Plot 9A, feedback from the Local Planning Authority and site visits.

The GLVIA requires that a clear distinction is drawn between landscape (which includes the urban townscape) and visual effects:

- Townscape effects relate to the degree of change to characteristics or physical components of an urban area, which together form the character of that townscape, e.g. topography, buildings and vegetation.
- Visual effects relate to the degree of change to an individual receptor's or a receptor group's view of that townscape, e.g. local residents, users of public footpaths or motorists passing through the area."
- The relationship between the effects of the Proposed Development on Townscape and Visual Issues are interdependent but not exclusively so. The effects will therefore be examined in terms of:
- Effects on Townscape character. For the purposes of this study the area immediately around the Proposed Development.

- Effects on visual receptors. This is examined through the Representative Viewpoint Approach in which the effects of the Proposed Development are assessed within views from variety of key locations.

The viewpoints to be assessed have been chosen because of their proximity to the site and as the areas that will be affected most by the development. Due to the built up environment around the Site, the Proposed Development will sit within the urban townscape and is not considered to have a negative effect on the surroundings.

The effects are quantified using professional judgement and characterised as follows:

- **Major adverse townscape effect** - The proposals will result in a total change in the key characteristics of townscape character; will introduce elements totally uncharacteristic to the attributes of the receiving townscape; and/or will result in a substantial or total loss, alteration or addition of key elements/features/characteristics.
- **Moderate adverse townscape effect** - The proposals will result in a partial change in the key characteristics of townscape character; will introduce elements partially uncharacteristic to the attributes of the receiving townscape; and/or will result in partial loss, alteration or addition of key elements/features/characteristics.
- **Minor adverse townscape effect** - The proposals will result in a small change in the key characteristics of townscape character; will introduce elements that are not uncharacteristic to the attributes of the receiving townscape; and/or will result in a minor loss, alteration or addition of elements/features/characteristics.
- **Negligible effect** - The proposals will result in a just discernible change to townscape character/elements/features/characteristics.
- **Minor beneficial townscape effect** - The proposals will achieve a degree of fit with the townscape character/elements/features/characteristics and go some way towards improving the condition or character of the townscape.
- **Moderate beneficial townscape effect** - The proposals will achieve a good fit with the townscape character/elements/features/characteristics, or would noticeably improve the condition or character of the townscape.
- **Major beneficial townscape effect** - The proposals will totally accord with the townscape character/elements/features/characteristics, or would restore, recreate or permanently benefit the condition or character of the townscape.

The assessment has considered the townscape baseline, sensitivities in the area, and the magnitude of effect.

The strategy to mitigate against any townscape harm by the Proposed Development are focussed on embedded mitigation measures. These are an integral part of the design of the building and fully described in the Design and Access Statement prepared by JMA which accompanies the planning application.

View 1 - looking east from River Street towards the site

Baseline Photograph



Proposed Development



Conclusion for View 1

From this view, as existing, the Site is unattractive and hidden behind site hoardings and trees. As a result it does not give back to the streetscape in any way. Long range views take in modern and historic buildings, albeit these are largely obscured by the presence of trees within the site boundary.

In terms of townscape effects, the components of the Site are characterised by its use as an underutilised former surface car park. The Proposed Development will have a moderate beneficial impact in this regard.

In terms of visual effects, the view for receptor groups (for example, pedestrians or vehicles) would experience a moderate beneficial impact from the current view. The existing view is of construction hoardings associated with the Site's previous use as a site compound for the construction of No.8 First Street.

Effect on townscape character – the wider area is characterised by numerous development plots that were formerly surface car parks. Many of these are in poor condition as unmanaged sites behind security hoardings. The Proposed Development will have a moderate beneficial impact in this regard.

Effect on visual receptors - The view highlights the positive axis down River Street, terminated by No.1 Cambridge Street in the distance. The inclusion of the proposed development at a key corner on River Street and Medlock Street helps to articulate this view better and frames developments in the distance. The building will help animate the streetscape and create active frontages, encouraging activity along Medlock Street and River Street. The effect is considered to be moderate beneficial.

Overall, it is considered that the proposals will have a **moderate beneficial effect** on the townscape from this view.

View 2 - looking west from Hulme Street towards the site

Baseline Photograph



Proposed Development



Conclusion for View 2

From this view, as existing, the site is mostly hidden by the buildings the foreground. The streetscape and townscape values from this view are high due to the historic street pattern providing clear views and defined spaces at street level. Long range views are dominated, currently, in the mid-ground by a chimney stack. The Downing student scheme is easily visible in the background.

In terms of townscape effects, the components of the Site are characterised by its use as an underutilised former surface car park. The proposed development will have a moderate beneficial impact in this regard.

In terms of visual effects, the view for receptor groups (for example, pedestrians or vehicles) would change due to the presence of the Proposed Development. It is considered that this would be a minor to moderate adverse effect due to the presence of historic buildings in this view which the Proposed Development contrasts against.

Effect on townscape character – the wider area is characterised by numerous development plots that were formerly surface car parks. Many of these are in poor condition as unmanaged sites behind security hoardings. The Proposed Development will have a moderate beneficial impact in this regard.

Effect on visual receptors - The proposals are apparent behind both the Chorlton Mill chimney stack and Macintosh Mills. The proposals could have a minor to moderate adverse impact on townscape as they fill this previously open space. However, this impact is tempered slightly as this open space has already been partially filled by the Downing River Street scheme.

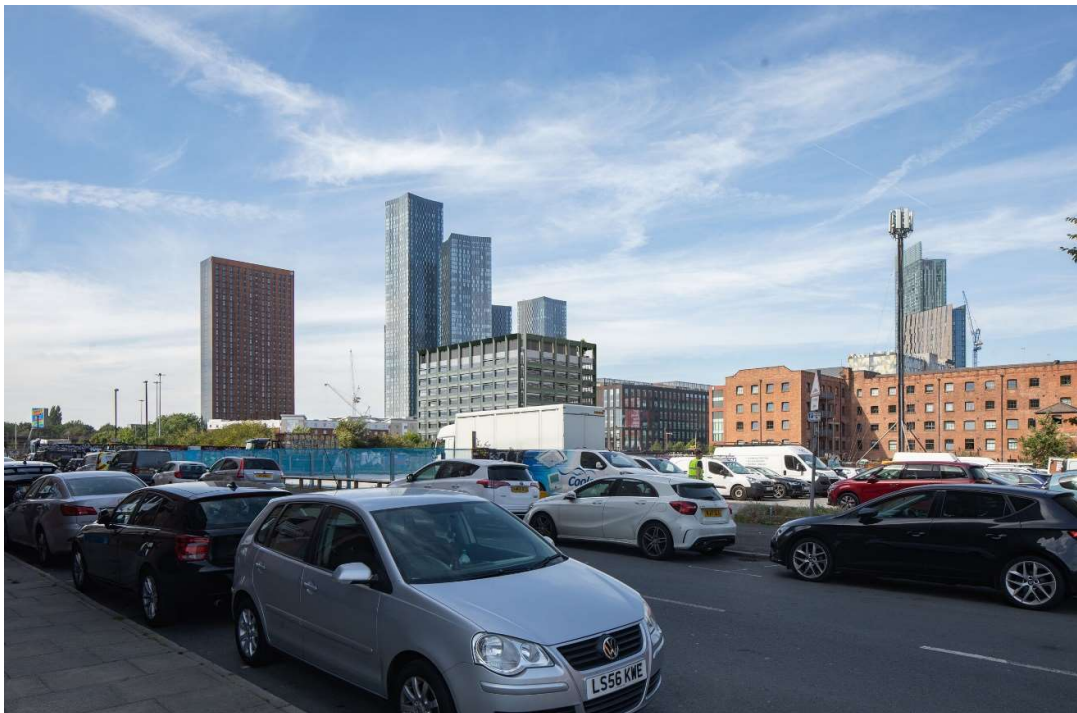
Overall, it is considered that the proposals will have a **minor adverse effect** on the townscape from this view. However, it is considered that the regeneration benefits brought of the scheme – and that it is largely not visible from this view – outweigh the potential harm caused.

View 3 – looking north from Cambridge Street towards the site

Baseline Photograph



Proposed Development



Conclusion for View 3

From this view, as existing, the Site is unattractive and hidden behind site hoardings and trees. As a result it does not give back to the streetscape in any way. The townscape view is dominated by urban development within this part of

Manchester City Centre. In particular, Deansgate Square, the Downing student scheme, and the lower rise No.8 First Street office scheme are very prominent. There is a separate context provided by Macintosh Mills to the east of the proposed development which is sufficiently devoid to be read separately.

In terms of townscape effects, the components of the Site are characterised by its use as an underutilised former surface car park. The Proposed Development will have a moderate beneficial impact in this regard.

In terms of visual effects, the view for receptor groups (for example, pedestrians or vehicles) would experience a minor beneficial change due to the introduction of further commercial development to the Manchester skyline. This would complement other developments in the area.

Effect on townscape character – the wider area is characterised by numerous development plots that were formerly surface car parks. Many of these are in poor condition as unmanaged sites behind security hoardings. The Proposed Development will have a moderate beneficial impact in this regard.

Effect on visual receptors - The proposals will have a moderate beneficial effect to the townscape value of this view by adding further modern development to the existing context.

Overall, it is considered that the proposals will have a **moderate beneficial effect** by contributing to the increasingly urban setting presented in this view.

View 4 – looking south from Medlock Street towards the site

Baseline Photograph



Proposed Development



Conclusion for View 4

No.8 First Street contributes to limiting visibility of the existing site. However, what is visible is obscured by hoardings and trees which restrict the site's ability to contribute positively to streetscape or townscape values.

In terms of townscape effects, the components of the Site are characterised by its use as an underutilised former surface car park. The proposed development will have a moderate beneficial impact in this regard.

In terms of visual effects, the view for receptor groups (for example, pedestrians or vehicles) would experience a minor beneficial change due to the introduction of further commercial development. This presents a continuation of development along Medlock Street and improves the pedestrian experience on a key route into and out of the city centre.

Effect on townscape character – the wider area is characterised by numerous development plots that were formerly surface car parks. Many of these are in poor condition as unmanaged sites behind security hoardings. The Proposed Development will have a moderate beneficial impact in this regard.

Effect on visual receptors - The proposals will have a minor beneficial effect to the townscape value of this view by improving the streetscape by providing active frontages and presenting a legible frontage down Medlock Street. The overall context of the view is modern which the proposed developments would complement. The view down Medlock Street is a key gateway route out of the city-centre to South Manchester. The proposed development will stand as an appropriate marker to drivers in and out of the city.

Overall, it is considered that the proposals will have a minor beneficial effect the townscape from this view.

Appendix B – Green and Blue Infrastructure Strategy

Plot 9a First Street

Response to the Manchester Green and Blue Infrastructure Strategy

December 2021

The table below outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives:

Vision:	Response:
By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.	The Proposed Development incorporates a large amount of high quality public realm. The public realm comprises areas of hard and soft landscaping, including green space and trees and street furniture, which will act to provide a green landscape. Ultimately, the proposed development facilitates enhancement to pedestrian permeability.
Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.	✓ The development includes a significant amount of new public realm which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the green infrastructure offer within the wider City Centre. ✓ A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including: ✓ Shrub planting provision designed to enhance the ecological and aesthetic value of the Site; and ✓ Tree planting, in hard landscape areas including street trees. In total, 45 trees are proposed throughout the public realm: • Tree planting incorporates below ground cellular systems contributing to SUDS and has the benefit of improved long term growth and quicker establishment. • Trees help with shading and cooling, absorbing pollutants and support biodiversity. • Creation of green lungs at a key gateway to the city in a traffic dominated landscape.

Objectives established to enable the vision to be achieved:	Response:
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	✓ The opportunity to deliver this quantum and quality of public realm being proposed has been identified within the First Street SRF. The framework envisions the creation of new high quality open space within First Street South ✓ The creation of this amount of public realm on the Site will provide a green open space for new residents from the co-living developments at First Street. ✓ The site will look to use permeable paving systems and areas of soft landscape planting that collectively will slow surface water run off through the site. Transforming a vacant area of hardscaping into a rich and diverse landscape that will have measures in place to deal with slowing down its own surface water.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	✓ New public realm areas will improve linkages through the City Centre. In particular, it will help individuals to better appreciate one of Manchester's key green asset, Hulme Park, from the City Centre. ✓ The landscaping will facilitate future linkages through the First Street area.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	✓ The proposed landscaping has been designed to continue the soft landscaped thoroughfares and permeable footpaths of First Street. ✓ The redevelopment of the currently underutilised Site will support the creation of a commercial-led mixed-use district. The addition of the new public realm will be accessible to future and existing residents around First Street, nearby residential neighbourhoods and the wider City. ✓ The inclusion of public realm will increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. ✓ Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.

Appendix C – Committed Developments

This section outlines committed developments which have informed certain assessments within this application submission.

Figure C.1: Committed Developments (site identified with a blue star)



N	Application reference	Name	Description of development	Status	Distance from site
1.	118683/FO/2017	River Street	Demolition of the existing structure and construction of a part 32, part 10 and part 5 storey building comprising 807 student bed spaces (sui generis), amenity space, landscaping, cycle provision and associated highways works	Complete BASELINE	20m
2.	115206/NMC/2017	Plot 11, First Street	Non Material Amendment to Planning Permission 111170/FO/2016/C1 to reduce proposed 26 storey Block 3 to 25 storeys, reduce proposed 23 storey Block 2 to 22 storeys and increase 8 storey Block 4 to 9 storeys. Reduction in floor to floor heights across all blocks by 75 mm, retaining floor-ceiling height of 2.5m. Removal of Building Maintenance Units in Blocks 1 and 4, minor changes to the apartment mix and minor elevational changes.	Approved and implemented but no start on site CUMULATIVE	180m
3.	111719/FO/2016/C1	Deansgate Square	Construction of four residential buildings, ancillary amenity building for residents accommodating a tennis court, swimming pool and gym facilities (Use Class C3), ground floor retail units (Use Classes A1, A2, or A3), amenity space for residents within residential buildings, new public realm and landscaping, basement car parking and related highway, access, servicing, engineering and associated works.	Complete BASELINE	320m
4.	106490/FO/2014/C1	AXIS	Construction of a lower ground plus 27 storey residential building (Class C3) with associated servicing arrangements, hard landscaping, pedestrian access bridge and associated works	Complete BASELINE	360m
5.	111003/FO/2016/C1	10-12 Whitworth Street West	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the Site for a new 35 storey residential building (Use Class C3)	Approved and under construction	350m

N	Application reference	Name	Description of development	Status	Distance from site
			comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	BASELINE	
6.	115871/FO/2017	Viadux	Erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le parking, landscaping and other associated works.	Approved but no start on site CUMULATIVE	430m
7.	115591/FO/2017	Deansgate South	Erection of a 13-storey building comprising 53 residential apartments (Use Class C3a) together with ground floor commercial unit (135 sqm) (Use Classes A1 / A2 / A3 / A4 / B1a or D1), landscaping, loading bay and pedestrian access.	Approved but no start on site CUMULATIVE	410m
8.	113870/FO/2016	2-4 Chester Road	Construction of two residential apartment buildings with ancillary amenity facilities for residents including a gym, landscaped terrace and swimming pool, new public realm and landscaping including two new pedestrian connections to the Castlefield basin from Chester Road, basement car parking and related highway, access, servicing and associated works.	Approved and under construction BASELINE	450m
9.	120113/FO/2018	1 Alpha Place	Erection of a seven storey apart-hotel (use class C1), comprising 59 rooms on the upper floors, with reception area and bar/restaurant (use class A3/A4) on the ground floor.	Approved but no start on site CUMULATIVE	320m
10.	116850/FO/2017	Great Jackson Street Plot E (Transition)	Demolition of the existing buildings on the Site and construction of three residential	Approved but no start on site	325m

N	Application reference	Name	Description of development	Status	Distance from site
			buildings, 32, 26 and 18 storeys in height, comprising a total of 399 residential units (C3) and 50 retirement living units (C2) with roof top ancillary restaurant; 675 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1, D1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements; and other associated works.	CUMULATIVE	
11.	120635/FO/2018	Hotspur Press	Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works	Approved subject to the signing of a S106 Agreement but no start on site CUMULATIVE	320m
12.	121252/FO/2018	Student Castle	Partial reconfiguration of existing Multi-Storey Car Park (MSCP), including temporary access off Hulme Street, construction of 5 storey external ramps, closure of vehicular access to top level and re-cladding of retained facade ('Phase 1a'); and partial demolition of the surplus part of existing MSCP and erection of a part 55, part 11 storey mixed-use	Pending determination CUMULATIVE	490m

N	Application reference	Name	Description of development	Status	Distance from site
			building comprising 850 Purpose Built Student Accommodation units (sui generis), ancillary amenity space and support facilities, and 744 sqm (GIA) SME incubator workspace (Use Class B1), including public realm improvements (Phase 2) and other associated works.		
13.	120896/FO/2018	Plot E, Birley Fields	Construction of a part 6, part 11 and part 16 storey building comprising 491 student bedspaces (sui generis), amenity space, cycle parking, landscaping, and associated highways work.	Approved and under construction BASELINE	440m
14.	128002/FO/2020	One City Road 1 City Road East Manchester M15 4PN	Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works	Approved – on site	200m
15.	126308/FO/2020	2-4 Whitworth Street West Manchester M1 5WX	The demolition of 2 to 4 Whitworth Street West and the construction of a mixed-use building, comprising flexible units for retail, food and drink use at ground floor level with a hotel at upper storeys, together with associated landscaping, servicing, cycle parking and other associated works.	Approved	300m
16.	128485/FO/2020	All Saints Park Manchester M1 5SS	Full Planning Permission for the refurbishment and expansion of All Saints Park public realm and surrounding streets including flexible use for temporary events, activities and pop-up retail (Use Classes E(a) and E(b)) facilities; works to include: the demolition of targeted areas of the existing stone wall and railings; removal of three existing trees and replacement tree planting and soft landscaping; installation of new drainage scheme;	Approved	520m

N	Application reference	Name	Description of development	Status	Distance from site
			installation of lighting columns, wayfinding signage and other street furniture; provision of a redesigned memorial garden; provision of cycle parking and accessible car parking bays; highways and servicing access works, including the closure of parts of Higher Ormond Street, Lower Ormond Street and Cavendish Street to traffic through a stopping-up order; and, associated works		
17.	125799/FO/2019	John Dalton West / John Dalton Tower Chester Street Manchester M1 5GD	Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.	Approved BASELINE	420m
18.	128181/FO/2020	John Dalton Building Chester Street Manchester M1 5GD	Full planning application for external alterations to the John Dalton Central building comprising a new facade to the North and East elevations, infilling of two small areas to create new internal teaching space including laboratories and a new internal fire escape staircase, demolition of the 'glazed link' between the John Dalton East and John Dalton Central buildings and the John Dalton East plant room and associated works.	Approved	420m
19.	125573/FO/2019	Plot 11 First Street	Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units	Approved BASELINE	60m

N	Application reference	Name	Description of development	Status	Distance from site
			(Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.		



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