

Application Number	Date of Appln	Committee Date	Ward
138805/FO/2023	13 Dec 2023	31 May 2024	Deansgate Ward

Proposal Partial demolition of the former Hotspur Press Complex (Medlock Mill) and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) above ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), within a part 4/5-storey and part 37-storey building plus roof parapet level above basement level, associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works.

Location 2 Gloucester Street, Manchester, M1 5QR

Applicant Richard James, Manner

Agent Mr Will Hannah, Turley

EXECUTIVE SUMMARY

The application proposes a part 4/5 and part 37 storey PBSA building with a ground floor commercial unit. 8 objections (including 1 on behalf of 6 residents) have been received. MMU state that they do not support the application due to less than 20% of units being made available at a discounted rent and have raised concerns about the predominance of studio units which are less affordable than cluster units. A letter of support has been received from Macintosh Village Management.

Principle and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. It would develop a vacant, brownfield site which has a negative impact on visual amenity. PBSA would be consistent with policy H12 of the Core Strategy and would increase the supply of student accommodation in the City. 10% of the units would be affordable, available on a discounted rent.

Economic Benefits: The development would add £3.6 million GVA to the Manchester Economy. A local labour proposal would ensure local people benefit and would create temporary and full time equivalent jobs.

Social Benefits: This proposal would redevelop a derelict and vacant, low quality brownfield site close to the Oxford Road Corridor. 595 bedspaces (including up to 38 (6%) accessible rooms) would support the student accommodation pipeline.

Environmental Benefits: This is a highly accessible area where walking and cycling would be encouraged. Green roof gardens and bird and bat boxes would improve biodiversity. The building would run on all electric systems which would reduce carbon emissions as the grid decarbonises. Sustainable drainage would manage surface water. The site is in a poor condition and has been in need of investment for

some time. The design would improve the appearance of Gloucester Street / Cambridge Street and from within the First Street SRF Area.

Impact on the historic environment: There would be some harm to the setting of adjacent listed buildings and from the significant loss of existing fabric from the Hotspur Press Building, a Non Designated Heritage Asset (NDHA). The impact on setting would be outweighed by the public benefits. In light of the significance of the elements to be retained and those lost and the need to develop the site, the loss of fabric from the NDHA is considered to be acceptable.

Impact on Local Residents: There would be impacts on daylight/sunlight and overlooking. Construction impacts could be managed to minimise the effects on residents and local businesses. Noise outbreak from plant would meet relevant standards. There would be some disruption to local businesses as a result of the development, however this would not be unusual in a City Centre context and this is an area where change is expected, and proposals of a similar scale have been approved within the immediate area.

A full report is attached below for Members consideration.

Background

Permission was granted in 2020 (120635/FO/2018) to: demolish part of the Hotspur Press building; refurbish the retained elements; and construct a 28 storey building at the rear to create 171 homes with active ground floor uses, landscaping, a new public space and a pedestrian route between Gloucester Street and First Street. This permission has expired but has established the principle of a tall building on this site.

Description of Site/ Building

This 0.28 ha site is bounded by the Railway Viaduct, Cambridge Street / Gloucester Street and the River Medlock. Oxford Road Station is to the west. It is immediately adjacent to First Street and is occupied by the former Medlock Mill Complex, also known as the Hotspur Press. The Hotspur Press is a former Victorian industrial complex of four buildings adjacent to the railway arches, built between 1801 and 1882. The main mill building was constructed in 1801, followed by the 1 storey shed to the west and a larger set of sheds to the north and north-east in the 1880s. In 1882, a large curved warehouse block was added to the south.

The buildings are constructed in red brick. The 1801 mill has a double pitched roof with gable ends and a parapet wall that is covered by modern corrugated sheeting. The 1882 warehouse and the 1880 shed have a series of narrow double pitched roofs with modern felt covering. The 1882 shed has a modern roof structure. The windows are timber framed and a mix of original and historic. The mill has been altered which has compromised some of its historical value.

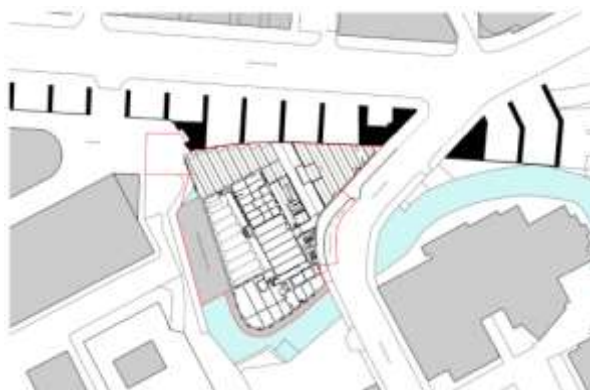
The complex was originally used for textile manufacturing and was converted to a printing press by Percy Brothers Ltd in 1903 and was used as such until 2011.

The remaining structures broadly retain the character and external appearance of an industrial textile mill complex. The mill is the oldest surviving non-fireproof cotton mill

in Manchester and is the last remaining cotton mill on the River Medlock. Hotspur House was assessed for listing by Historic England in 2019 but did not meet the criteria. The buildings have deteriorated and the complex needs to be reused and refurbished to secure its future.

Immediately opposite is a 5 to 29 storey residential scheme and Macintosh Village. Macintosh Village was developed in the late 1990s and early 2000s and was an early City Centre residential scheme. The Macintosh Village brought redundant mill buildings back into productive use. The Hotspur Press is the last remaining industrial building in this part of the City Centre yet to be developed.

First St has been a regeneration priority for over 20 years. It has been transformed by developments including Home, Grade A, offices at No.1 and No.8 First Street, the Inside Hotel, Serviced Accommodation, a MSCP and high quality public realm.



Site location plan



View from Cambridge Street from the East



View from Cambridge Street from the South



Location and age of 4 buildings that make up Site



View from First Street



(Image 1)



(Image 2)

Image 1: Aerial view looking north-east across Hotspur House, showing the original 1801 mill building to the left with 1880s shed to the foreground and 1880s curved wing (right)

Image 2: Aerial view looking north-east across Hotspur House, showing the original 1801 mill building to the left with c1860s/1940s/50s shed to the foreground and 1880s curved wing (right)

The Great Jackson Street regeneration area is beyond First St where significant high rise residential development has created a high density residential neighbourhood.

There are other Strategic Regeneration Frameworks (SRF's) nearby where significant regeneration has taken place including Circle Square. The site is close to the Universities and a range of amenities including bars and restaurants, shops and offices.

The closest homes are in The Assembly, Chorlton and Macintosh Mills (all on Cambridge Street) and at Vita. 21-35 Whitworth Street West is to the north of the Viaduct.

The adjacent Mill Buildings are typically around 5 or 6 storeys and The Assembly is 28 storeys. The PBSA at Bridgewater Heights is 37 storeys. Behind this is a further PBSA 32 storey development on New Wakefield Street (Artisan Heights) and the 36 storey residential scheme at Circle Square. A 55 storey tower has been approved at Great Marlborough Street and buildings of 10 to 45 are under construction at Plot 11 at First Street.

The site is not in a conservation area but is close to Chorlton New Mill and the attached Chimney, Chorlton Old Mill and Oxford Road Station which are all Grade II listed. The Whitworth Street Conservation Area is 230 metres to the east.

The majority of the site is in Flood Zone 2, but a small portion is within Flood Zone 3. It is in a Critical Drainage Area.

All forms of public transport are nearby with Metrolink at St Peters Square and Oxford Road Station and regular bus routes on Oxford Road, Princess Street and Whitworth Street. Oxford Road is part of the Bee Network of cycle routes.

Description of Proposals

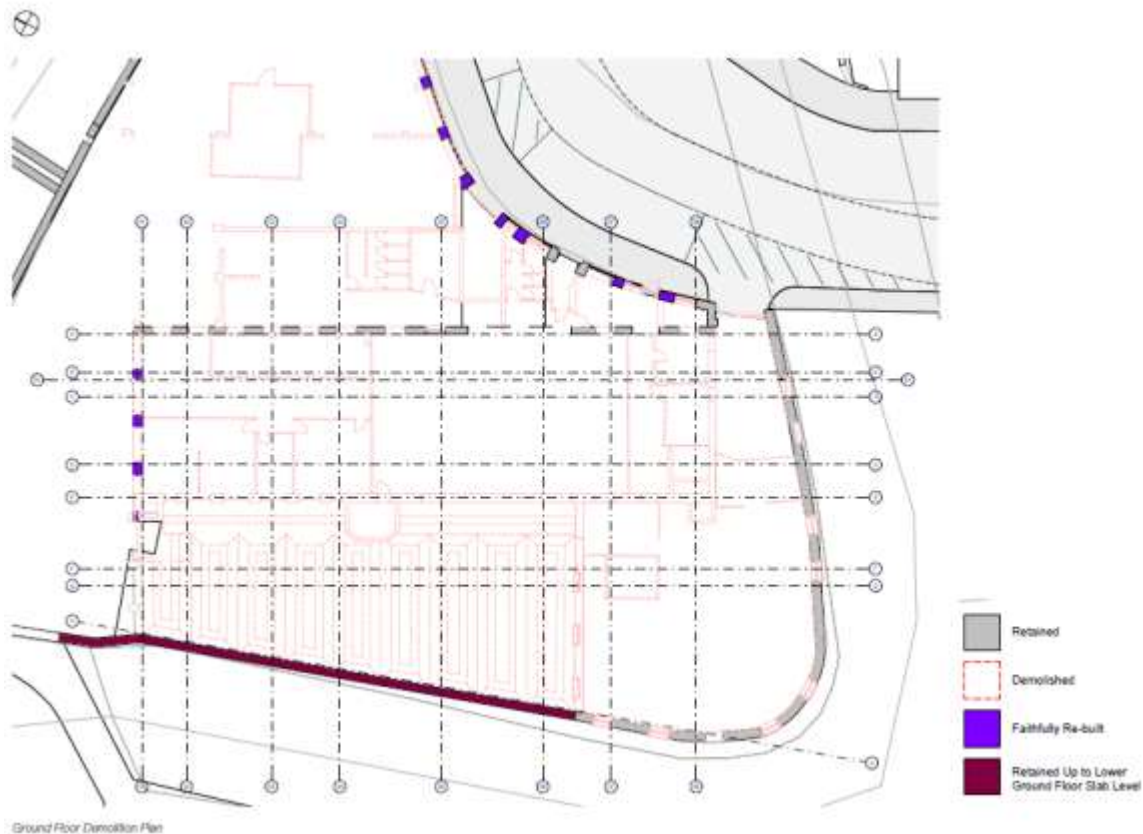
Permission is sought for the partial demolition of the Hotspur Press Complex and redevelopment of the site for PBSA with ground floor commercial or community uses. The development would comprise a part 4/5-storey and part 37-storey building, with a parapet level and a basement.

The interiors of the 1801 mill and 1882 curved wing would be removed. The original façade of the 1801 mill building and original c1902 Percy Brothers signage would be sensitivity repaired and restored. All facades to the curved 1882 wing would be retained and repaired. New windows would be installed in the retained elevations that reflect the existing fenestration.

The north elevation of the 1801 building could become unstable during construction as a result of previous alterations. Consequently, it would be dismantled and reconstructed like-for-like. All the single-storey sheds to the east, north and west would be demolished.

The c1860s ground floor perimeter wall on Cambridge Street/Gloucester Street would be carefully dismantled and the bricks salvaged if possible and rebuilt. This would ensure that the large machinery required during construction could operate. The herringbone brick details above each rebuilt bay would be structurally supported using Corten. When reinstated this feature would open-up the site to create connections. The reconstruction would use a traditional lime mortar. The reveals of the openings would be lined with weathered Corten steel.

Elements of the roof of the 1882 building would be retained to provide sheltered outside space.



The development would comprise 595 student bedrooms in a mix of studio and 4, 5 and 7 cluster apartments. There would be 253 clusters and 342 studios. There would be an external terrace and an amenity space for 5 studio units at level 3. The 4 bed clusters would contain bedrooms between 16.6sqm to 18.7sqm, with a shared 29.9sqm Living/Kitchen/Dining space. The 5 bed clusters would contain bedrooms between 15.0sqm and 18.8sqm, with a share 25.4 sqm Living/Kitchen/Dining space. The 7 bed clusters would contain bedrooms between 14.9 sqm and 23.1 sqm with a shared 34.5 sqm Living/Kitchen/Dining space. The studios would range from 18.1sqm to the 35.2sqm. These would be located on floors 27-36

There would be 6 accessible studios at levels 1-3 and a further 32 could be created by combining 2 cluster rooms on each level depending on demand. 6 % of the rooms could be fully accessible.

The basement would contain a gym, games room, tv/cinema room, study room and break-out spaces, a cycle store and cycle workshop, back of house services including a bin store, plant areas and a laundry. The entrance lobby would be on the ground floor with a reception, lounge, winter garden, commercial unit and the bin holding area. It would include a small mezzanine level as would the commercial unit.

There would be an on site staff presence 24 hours a day. A Student Management Plan sets out: arrangements for staffing including on-site staff and their areas of responsibility; tenancy management, agreements and handbook / resident information; management of post and deliveries; wellbeing and pastoral care; security and complaints procedure; health and safety.

The reception area would be open Monday to Friday 9am to 5.30pm. Outside of these hours' security staff would be the first response for emergencies, and carry out regular patrols of the building, inside and out. Escalation procedures would allow residents to contact the management team.

The public realm would comprise hard and soft landscaping, 6 trees and a public square. The landscaping will follow the footprint of the former workshops.

A loading bay and 1 disabled parking space would be provided on Cambridge Street / Gloucester Street. A second accessible parking space could be provided subject to highway capacity surveys. There would be 110 cycle spaces (18% and 3 Sheffield cycle stands in the public realm area. 3 cycle parking spaces are proposed for the commercial unit.

Residents would take waste to the refuse store. Each student room would have bins for general waste, paper / card, food and plastics/ metals/ glass. The management company would transfer the waste bins the collection point. A service lift will be used to manoeuvre the waste bins from the storage area in level -01 to a bin holding and collection area at the ground floor.

The tower would be set back from the retained facades of the mill and curved buildings. New floors would be inserted behind the retained facades. The elevations to the tower would be in a mix of red brick to match the retained facades, glazing, vertical louvre ventilation panels and back painted glass. Each level would be separated by a grey concrete band. Bronze anodised aluminium louvres would enclose the plant area at the top of the building. They would be set back 513mm between concrete piers with a deep concrete parapet capping screening.

All vegetation and debris would be removed from the façades and the brick work cleaned. All damaged brick work would be repaired, using reclaimed materials taken from the elements to be demolished, and repointed with matching mortar. Stone sills would be cleaned and repointed with matching mortar and repairs.

The windows would be replaced with PPC slim profile steel windows. Some openings on the ground floor would be increased in size to accommodate lower sill heights and new external doors.

The building would be 115.6m above ground level. The development would achieve a Breeam Excellent rating. There would be a green roof at level 4.

The only tree at the site is a self seeded birch sapling growing out the southern brick facade of the railway bridge. This would be removed.

This planning application has been supported by the following information: Application forms and certificates and plans; Design and Access Statement; Landscaping Strategy; Planning and Tall Buildings Statement; Statement of Community Consultation; Heritage Statement; Energy Statement and Environmental Standards Statement; Circular Economy Statement; BREEAM Assessment ; ilation Strategy; Ecological Survey; Arboricultural Impact Assessment; Phase 1 and 2 Geo-environmental Assessment; Flood Risk / Drainage Strategy; Transport Statement and Interim Travel Plan; Fire Statement, Crime Impact Statement; TV Reception Survey; Broadband Connectivity Assessment; Student Management and Well

Being Plan; Design and Access Statement; Local Labour Agreement; and Environmental Statement including Chapters on Air Quality, Climate Change, Human Health, Noise and Vibration, Socio-Economic Impact, Daylight, Sunlight and Overshadowing, Townscape and Visual Impact, Wind Microclimate and Ground Conditions.

Consultations

Publicity – The occupiers of adjacent premises have been notified on two occasions, and the proposals have been advertised in the local press as a major development, accompanied by an Environmental Assessment, affecting the setting of a listed building, and as affecting a public right of way. Site notices have also been placed adjacent to the site. There have been 6 objections and a letter on behalf of 6 residents in an adjacent building. A letter of support has been received on behalf of the Macintosh Village Management Company.

The grounds of objection are summarised below:

Building Height

The skyline visible over Oxford Road station from the north side of Whitworth Street has changed dramatically over the past five years and this will be a further significant detriment to the landscape. All three directions of sight will be occluded by high rise buildings were this development to go ahead.

Too tall within adjacent context and will impede openness of views across the site.

The proposal lacks sympathy to the building's heritage and is disrespectful of the original design (pitched roof, red brick, warehouse and timber frames).

Using 'Polyester Powder Coated dark plum' and vertical grid formation for the facade is not in-keeping with the original construction and will partially obscure views of the listed bridge and demolish a piece of the city's important history.

The applicant should consider much more fabric of the building to be retained or preserved for further heritage purposes.

Views of the proposal would overshadow and dominate the existing Grade II listed chimney stack to the left.

Impacts on Heritage Assets

The site of the proposed development, known as Hotspur House, is identified by Manchester City Council as a non-designated heritage asset (NDHA), not within a conservation area, but located close to the boundary of the Whitworth Street Conservation Area. The proposed partial demolition and redevelopment of the site will not conserve enough of the building heritage, therefore inappropriate to its significance, and will indirectly impact the settings of the surrounding listed buildings and viaduct. The applicant should take more consideration to enhance the historic environment, character and setting of the development which holds architectural and

historic interest, as set out in the Heritage appraisal including the rare C19 red brick and c.1903 freestanding Percy Brothers Ltd signage.

The Site at present is in extremely poor condition and requires significant investment. They should look to provide a development that whilst viable, ensures increased retention of heritage assets and a more balanced long-term viable use for the redundant historic building.

The plans would destroy a beautiful building and a key part of Manchester history. Even though the facade is being retained, removing the roof and extending a skyscraper out of the top will ruin the character of the building.

The proposal is an overly large development, with a design that is not in-fitting with the cultural heritage of the area.

The proposal contributes further to changing the area from a post-industrial neighbourhood of old mills into an anonymous student accommodation zone. This is not something that the community needs or wants

Principle of Use

Principle of PBSA and the impact of this on the demographic of the local neighbourhood and the creation of a transient population.

The additional PBSA would lead to overpopulation in the area without a concurrent increase in the capacity of support infrastructure.

The development would increase existing levels of anti-social behaviour associated with PBSA in the area. This area used to be young professionals and private owners and renters. I am frequently woken up in the middle of the night (3/4/5 am) by students who are drunk and deliberately trying to wake local residents.

PBSA increases crime. This is partly because so many of them are using drug dealers but also due to opportunistic thieves. Students in the area stand outside their buildings in large groups smoking cannabis. It is absolutely disgusting and completely anti-social. We do not need more drunk, drugged up young people who are bringing drug dealers and thieves into the area.

Residents regularly have to avoid vomit, litter, and broken bottles after processions of students to the local night clubs.

We welcome students in the area but as students are exempt from paying council tax and given the large number of student dwellings already in the area, we believe it would be beneficial to allocate housing for those who contribute to the long-term community of the local area, financially and otherwise.

What additional facilities will be built to cater for the new influx of temporary residents? E.g. what health centres, transport links, local policing, and litter improvements are being included in the development plan?

Though we would strongly support the ground-floor communal space being dedicated to cooperative or local businesses (such as Unicorn Grocery in Chorlton or the former Harry Hall Cycles on Whitworth Street), we would very strongly oppose yet more multi-national corporations taking up space in the area.

Construction

Impact and disruption from further ongoing construction works in the area on local residents.

My partner and I have been living with constant construction noise for two years. The Renaker project is projected to finish in Summer 2025, so that is another 18 months. So almost four years of horrendous, life-altering noise. I now have chronic insomnia and severe anxiety around going to sleep. We are constantly woken up by drills and banging at 7:30am, including on Saturday mornings and even some Sunday mornings as your department selfishly approves their out of hours works. It is absolutely unthinkable that you want to approve a third construction project in this same postcode. This project is projected to finish in 2027?! This will take the total time residents in my building and surrounding buildings will have lived with adjacent construction to 6 years?! That is unconscionable. Consider the impact that has on a person's sleep, mental health, stress levels.

During the construction of No. 1 Cambridge Street, rivets and other tools such as hammers and screwdrivers were regularly falling from the building into the road and the adjacent residential car park, causing frequent car damage. We were lucky that falling parts of the building did not injure passers-by, and while the developer paid for replacements, there was no compensation for the inconvenience and time lost. Additionally, a concrete-based wash was spilt from the building which covered cars. Again, the developer paid for remedial work but the responsibility of the financial arrangements fell to the residents.

It is essential for the Council to require a sufficient environmental risk assessment and for containment plans to be provided for all construction activities and materials likely to cause pollution (air, water, noise, etc.) and we expect specific measures to be taken to mitigate risks.

Noise outbreaks from plants will increase disturbance and further mitigation should be taken by the applicant to reduce unacceptable noise impacts.

Traffic and Highways

Development would lead to additional traffic and congestion and increase demand for parking spaces. The parking allocation in this area is already oversubscribed by people living in the current apartment blocks in the local area.

Cambridge Street is already a very busy road that is difficult and dangerous to cross in front of our building. The current construction projects have reduced parking in the area, led to road closures and generally increased car chaos in the area. Another construction project and development will further compound this.

There is limited parking on Cambridge Street and Hulme Street, and spaces which are used by residents are now often taken up by construction workers (something it seems the Council have overlooked). There are a number of registered disabled people and wheelchair users residing in adjacent buildings to whom this is of particular consequence.

During construction and operation of the proposed development, severe increases in traffic will be experienced with associated noise and air pollution. This increase will result in poorer safety for occupants and surrounding community. Without a proper allowance for safe crossings, a joined up consideration should be taken by the applicant with proposed vehicle loading to the area.

Parking in this area is already limited and will not be improved by this development.

Traffic in Gloucester and Cambridge Streets, whilst not heavy, is very easily disrupted - a lorry turning around can easily block traffic in both directions for ten minutes. It is no longer possible to take a detour via Great Marlborough street to by pass Gloucester street as this is now a one way road from beyond the railway bridge. Therefore motorists and cyclists who use these roads will be massively inconvenienced as a result of construction work and, later, by the frequent moving-in and moving-out days occasioned by term time.

Air Quality

Additional traffic would have an adverse impact on Air Quality.

The impact on air quality and odour during and throughout the construction and operation of the proposed development will significantly worsen due to increased particulate, pollution and dust, and increased operational waste and traffic odour with long-term health implications. The increase in respiratory problems, especially post-covid, must be considered for Manchester residents, who will be severely impacted by this development. Further mitigation should be taken by the applicant to reduce or remove any negative outputs caused from air quality and odour.

The dust from building works causes windows on adjacent buildings to get dirty very quickly. Due to ongoing building work, they now remain permanently dirty, which has a terrible impact on natural light into apartments.

The Hotspur Press building contains asbestos. There needs to be a sufficient containment plan during demolition and construction, air quality monitoring and engagement with the local community/council/businesses to make sure the local community is not affected by asbestos in the air or ground water.

Sunlight/ Daylight Impacts and Privacy

There would be unacceptable impacts in terms of reductions in levels of sunlight and daylight and overshadowing.

The impact of a tall 36-storey tower would dominate, remove daylight, privacy and overlook numerous apartments.

The late afternoon sun to the south-east facing buildings on Whitworth street would be blocked by another high rise building on Gloucester Street.

Amenity

Residents would be disturbed by noise from the proposed events space.

Flood Risk

There would be an increase in flood risk to adjacent properties due to overloading of existing infrastructure in terms of surface water runoff.

All new surface water drains now have to have go directly into rivers and streams so as not to overload our combined sewer network.

Ecological and Climate Change

The applicant should take more consideration of emphasis on climate change and Green and Blue infrastructure, especially given the site is located in flood zone 2 (at medium risk for fluvial flooding) and adjacent to River Medlock.

The proposed development does not consider short and long-term impacts on the immediate and wider biodiversity contained in the neighbourhood and further mitigation should be included by the applicant. More consideration should be given to offsetting negative environmental impacts and further create green, wilder space for the increased number of student inhabitants and public amenity for the community.

A bat colony protection plan for bats currently residing in the building during and post-construction should be required.

General

Manchester suffers greatly from the lack of open public spaces, and whilst I cautiously welcome the proposal of a public square, this should include trees and retail space should be reserved for independent local traders that serve the community - another chain supermarket express is not in community interests. I would also support a pedestrian link to the First street area.

The development would impact on rights of light.

The fact you are even considering approving this application shows how little respect you have for your council tax paying constituents and local residents.

You should be prioritising the rights of local (tax-paying) residents, not the interests of big developers. We do not need another modern high-rise building in this area. They are ugly, block out light, cause wind tunnels and also do not fit with the historic mill landscape of Cambridge Street and Hulme Street.

Manchester Council need to stop with the 're-generation' for the sake of it. You need to realise the city is completely overpopulated, the infrastructure cannot support more people and construction across the whole city is making travelling anywhere so

stressful. Seeing cranes and building sites everywhere makes people stressed and ill.

The proposed development fails to achieve sustainable economic, social and environmental objectives to support Manchester city's goals for strong, vibrant and healthy communities. It has previously struggled to make progress with viability difficulties delivering the original 2018 residential scheme and the revised planning application for a taller 36-storey, 550+ student beds will bring a weak, transient community, lacking cultural and community contributions and limited access to green and public space within its grounds.

In light of the adjacent First Street Strategic Regeneration Framework (SRF) and neighbouring construction plots, further detail must be provided by the applicant how the proposed development will embed itself within the area (as part of First Street North, referenced in SRF), which is focussed on a successful placemaking vision to become a new cultural hub with high quality public amenity.

Macintosh Village Management represents a group of 189 leaseholders (and their families) The Foundry, River Street Apartments, River Street Townhouses, The Docs Surgery and Bright Horizons Nursery and The Green Building. Macintosh Village is a well-established residential location. They state that as a management company, they and those they represent, are invested in the area and work to secure improvements to make the area a great place to live.

They wish to see a managed approach to development with a focus on ensuring that impacts on residents are minimised and change the neighbourhood positively. They have had a regular and ongoing dialogue with the applicant. They welcome the proposal to refurbish and restore the Hotspur Press as a local landmark and a building of local historical significance and recognise that this will be enabled by the proposed PBSA. They welcome the public square which will benefit the local community and the provision of ground floor space which can accommodate a retail or leisure use can add value to the existing offer. We wish to work with the applicant to ensure an appropriate end user for this space.

MVML is pleased to offer its support for the application. They look forward to working with the applicant in bringing forward the long awaited regeneration of the Hotspur Press and maximising the benefits this can bring to their neighbourhood.

Historic England – No comments.

Highways Services- No objections subject to conditions relating to cycling, off-site highways works, student Move In / Move Out strategy, Delivery and Servicing Management Strategy, servicing and waste management, travel plan and construction management.

Environmental Health – (Street Management and Enforcement) - Recommends conditions relating to the acoustic insulation and any associated plant and equipment, fume extraction, the storage and disposal of refuse, the hours during which deliveries can take place, air quality and the management of construction.

Greater Manchester Police (Design for Security) – No comments received.

Greater Manchester Ecology Group – Recommend conditions relating to mitigation of impacts on bats including lighting. The submission demonstrates that the site can deliver biodiversity net gains with the landscaping the green roofs. Conditions should secure these measures to maximise the ecological benefits.

Flood Risk Management Team – recommend that Green Sustainable Urban Drainage Systems are maximised, and conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify these objectives.

Environment Agency –Have objected to the development on the basis that the applicants have not provided sufficient information to satisfy the requirements of the Flood Risk Exception Test and that the development will be safe for the lifetime of the development accounting for the vulnerability of its intended end users and as required by paragraphs 170 (b) and 171 of the NPPF.

HSE (Gateway One) – Are satisfied with the fire safety design to the extent that it affects land use planning.

United Utilities – Recommend conditions relating to surface water drainage and maintenance.

Work and Skills – Recommend a local labour condition for the construction which requires a report of local labour achievements.

Greater Manchester Archaeological Unit – Agree the archaeological assessment noting that that the site occupies the projected course of a Roman road from Manchester to Buxton, and elements of Medlock Mill that could survive as below-ground remains and warrant further investigation. The Heritage Statement acknowledges that the proposal would incur a high level of harm on the setting and significance of Medlock Mill but underplays historic value of the building and the harm to the setting of designated buildings on Cambridge Street, cumulatively representing what is perhaps the most important group of early textile mills in Manchester. They defer to the City Council to balance the acceptability of this but recommend a condition to secure archaeological investigations.

Active Travel England – The cycle parking provision is inadequate and links to existing and proposed local active travel networks should be improved and active travel should be promoted through a travel plan.

Natural England – No objection

Sports England – No objections

Canal and Rivers Trust – No comments.

University of Manchester – No comments

Manchester Metropolitan University - The University expect there to be a reasonable proportion of affordable rooms in the scheme (at least 20% at rents no more than 80% of the maximum student maintenance grant. They would not support planning permission being granted without this minimum level of affordable rooms. They are concerned that with only 44% of the beds being clusters, that this scheme will deliver a product which not affordable.

Manchester Airport Safeguarding Office – No objections

National Air Traffic Safety (NATS) – No comments received.

Neighbourhood Services (Arboriculture)- No objections

Network Rail- Have no objections.

The Arch Company – No comments received.

Issues

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012): The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

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

S01. Spatial Principles development in this highly accessible location would reduce the need to travel by private car, support sustainable development and help to mitigate climate change.

S02. Economy The scheme would provide jobs during construction and in operation in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide student accommodation in a highly accessible and sustainable location, close to the Universities.

S05. Transport The proposal would be highly accessible, reduce the need to travel by private car and use public transport effectively.

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

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of the area. The building would be high quality and complement existing and recent developments.

Policy CC3 Housing – The proposal would contribute to the overall Core Strategy housing targets for the City Centre by providing PBSA that could free up other housing.

Policy CC5 (Transport) - The proposal would be accessible by a variety of modes of sustainable transport and would help to improve air quality.

Policy CC6 (City Centre High Density Development) – This would be a high density development and use the site efficiently.

Policy CC7 (Mixed Use Development) – The ground floor commercial and amenity spaces would add to activity.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and in the building management.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby listed buildings and conservation areas is discussed in more detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would complement the ongoing regeneration of First Street and complement the Macintosh Village area, broaden the range of housing in the City Centre and would be accessible.

Policy H1 Overall Housing Provision - The development would provide PBSA, help to create a mixed use community and contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H12 Purpose Built Student Accommodation - the provision of PBSA is supported where it would satisfy the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.

2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposals that fall within this area will be expected to take place in the context of the energy proposals plans required by Policy EN 5.
3. High density developments should be sited in locations compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposals could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the accommodation and siting of individual uses within the development in relation to adjacent uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposal or when combined with existing accommodation.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.
8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a university, or another provider of higher education, for the supply of all or some of the bedspaces.
10. Applicants/developers must demonstrate to the Council that their proposals for PBSA are deliverable.

The proposals are in accordance with this policy and this is discussed in detail below.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives and would improve pedestrian

routes and the pedestrian environment and would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and students would be able to walk to their place of study.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would enhance the character of the area and the image of Manchester. It would respond positively at street level and enhance legibility. The positive aspects of the design are discussed in more detail below.

Policy EN2 (Tall Buildings) - This proposal would be appropriately located, contribute to sustainability and place making and would regenerate a brownfield site. It would complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline.

Policy EN3 (Heritage) – The impact on the existing buildings as NDHA's, on the setting of the nearby listed buildings and conservation areas is discussed in more detail later in the report.

Policy EN5 (Strategic Areas for low and zero carbon decentralised energy Infrastructure) the building has an energy strategy. There are no plans for district heating or other infrastructure in the local area. The energy systems which would be incorporated into the development could connect to any future infrastructure.

Policy EN6 (Target Framework for CO2) - An Energy Statement sets out how the development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN8 (Adaptation to Climate Change) – The development would seek a BREEAM Excellent rating.

Policy EN15 (Biodiversity and Geological Conservation) – The site has low value in terms of ecology although in its current condition it does have high suitability for roosting bats. Biodiversity enhancements are proposed and mitigation for loss of bat roosting opportunities.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. Parking is not proposed, cycling would be encouraged. Dust suppressions measures would be used during construction.

Policy EN17 (Water Quality) – An assessment of the site's ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks arising from ground contamination and the impact could be controlled through a condition.

Policy EN19 (Waste) - The proposal would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The onsite management team would ensure the various waste streams are managed.

Policy DM1 (Development Management) – Design, scale and layout of the building and impacts on amenity are considered in full in the report.

DM2 (Aerodrome safeguarding) - The proposal would not impact on aerodrome safety.

PA1 (Developer Contributions) - A Viability Assessment demonstrates that the proposal is viable but cannot support discounted rented accommodation. Notwithstanding this the applicant has agreed to include 10% of the units within the development at affordable rents. This is discussed in more detail below.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas – The setting of the adjacent Whitworth Street Conservation Area would not be fundamentally compromised by the proposals. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposals would cause some low level harm to the setting of adjacent listed buildings which would be offset to a degree by the enhancements to a site, the condition of which, currently detracts from the quality of setting. This is discussed in detail below.

Saved Policy DC20 Archaeology – A substantial amount of fabric would be lost from the Hotspur Press Buildings although elements of high and medium interest would be retained and refurbished. This would enable a continued understanding of the former industrial setting of what is perhaps the most important group of early textile mills in Manchester. There is a need to balance the acceptability of this as set out in the relevant tests within Section 16 of the NPPF and this is discussed later in this Report. The application site occupies the projected course of a Roman road from Manchester to Buxton, together with former elements of Medlock Mill that are likely to survive as below-ground remains and warrant further investigation. A condition would secure archaeological investigations of the site.

DC22 (Footpath Protection) – The ground floor activity, public realm and repaving would improve pedestrian routes in the local area.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and the proposal would not have a detrimental

impact on the amenity of surrounding occupiers through noise. This is discussed in more detail below.

Other material policy considerations

Places for Everyone

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'.

The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone, with the plan going to the Full Council meeting in Manchester on 20 March 2024. The first Council meetings to approve the plan will be Salford and Wigan (28 February).

There will be a period of six-week post adoption (i.e. from 21 March) when a judicial review challenge may be made. This will trigger a process of consideration by the Courts as to whether a JR is sufficient grounds to be heard (there is a one-step oral hearing appeal process if a Judge decides to reject the ground for a JR from the outset).

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 595 student bedrooms. Providing student accommodation in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development on a strategic through route repurposing and redeveloping a vacant, derelict and poor quality site to create a high quality development with enhanced street level activity and legibility.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance to Oxford Road and Deansgate stations, Metrolink stops and have with access to the local bus corridor on Oxford.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes Air Source Heat Pumps and areas of planting within the public realm. This and bat and bird boxes which could be secured via conditions would improve on site biodiversity.

Objective 8: Improve the quality of our natural environment and access to green spaces – biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The 595 student bedrooms would support the student accommodation pipeline and employment and economic growth. It would create job during construction and when in operation.

Policy JP- Strat2: City Centre- This would be a high density scheme in a highly sustainable location. Biodiversity would be improved.

Policy JP-S2: Carbon and Energy – The proposal would exceed the requirements under Part L 2022.

Policy JP-S5: Flood Risk and the Water Environment – The development would have an integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – An accessible parking space would be provided adjacent to the site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include 595 units in a mix of studios and clusters including 6 accessible studios (with potential for a further 32 accessible) units together with student amenities, management suite.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity –Areas of planting within the public realm. This and bat and bird boxes which could be secured via conditions would improve on site biodiversity.

JP-P1 Sustainable Places – The proposal would develop a vacant site. External amenity space and community space would support the community. The development would promote recycling.

Policy JP-P2: Heritage – The architecture and materials would be high quality and minimise impacts on the setting of nearby historic buildings.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways and creation of public realm would support an integrated network of street and improve permeability and accessibility to the city centre and the Oxford Road Corridor.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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

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

Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment.

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one

area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive endorsed the Manchester Residential Quality Guidance. It is a material planning consideration in the determination of planning applications and weight should be given to it in decision making. It outlines the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high-quality residential neighbourhood and a place for everyone to live. It outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are: Make it Manchester; Make it bring people together; Make it animate street and spaces; Make it easy to get around; Make it work with the landscape; Make it practical; Make it future proof; Make it a home; and Make it happen.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements in relation to key objectives for growth and development. The vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers.

2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth.
3. Improve connectivity and accessibility to green and blue infrastructure in the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Manchester Housing Strategy 2022-2032 – This seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes (some 28% of total delivery) and supports high density housing in the core of the conurbation. It also sets out the need for residents, including, to have access to good quality accommodation across different types, tenures, and price ranges. The proposal would contribute to achieving the above targets and growth priorities and would deliver 10% of units at affordable rent (despite the viability assessment showing that it can't support any). The provision of affordable rooms is covered in more detail later in this Report.

MCC Executive Committee Reports on PBSA

The Council's Executive Committee considered a report entitled 'Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context' in November 2019. There is an increasing scarcity of land in the City Centre, including the Oxford Road Corridor, that needs to be used strategically to support the economic growth of the Corridor.

An increasing number of international students are choosing to live in the City Centre due to lifestyle expectations, property type and management. There has been a limited number of PBSA schemes delivered resulting in increasing pressure on the traditional rental market, at a time of increasing amount of residential growth. These trends have contributed to an increasing rental level across the City and high levels of council tax exemptions in traditional market housing stock.

Whilst Policy H12 remains relevant, market changes, which have seen higher numbers of second- and third-year students in particular living in the mainstream private rented sector in the city centre, dictate the need to review the interpretation and application of the Policy. The purpose of the review was to respond to affordability challenges, the need for PBSA, and the need to locate accommodation in close proximity to HEI's.

The Report seeks to ensure that the right mix of student housing is delivered, in the right parts of the city, to meet the demands of the student population and the growth and regeneration objectives of MCC and its partners.

On 9 December 2020, the Executive considered a subsequent report titled Purpose Built Student Accommodation in Manchester, which concluded that the principles set out in the November Executive Report remain appropriate as providing context for the application of Core Strategy Policy H12. The Report concluded that, *"While not formal policy, the recommendation is for this approach to be of material consideration in the application of Policy H12 when considering planning applications for purpose built student accommodation schemes."*

The Report therefore suggested that a refreshed approach to PBSA is required to ensure that the right mix of PBSA is delivered in the right parts of the City in order to cater to the demands of the evolving student population and wider economic growth of Manchester.

The Report noted that there is a need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA located in the Oxford Road Corridor, in proximity of the universities concluding that the Oxford Road Corridor is the appropriate location for such new PBSA.

The critical need to ensure there is a residential market, which meets the needs of students at an affordable price was also noted. The city cannot allow affordability to impact on the ability to attract and retain students from a range of backgrounds, and/or prohibit them from living in areas close to the university campuses. The policy consideration of this proposal has reflected these Reports.

Executive Report (31 May 2023) Purpose Built Student Accommodation in Manchester addressed issues that have arisen since the December 2020 report and established a pipeline of schemes to address a projected shortfall of accommodation up to 2030. It recognised that there is a shortage of PBSA in Manchester and that demand for PBSA could be between 5440 bed spaces (representing 1% growth per annum) and 11320 (2% growth per annum) up to 2030 with the actual demand based on a number of factors including the growth of the Universities, Government policy (tuition fees) and global factors. Demand needs to be reviewed regularly but 750 new spaces are expected to be required per annum up to 2030. The report addressed the Inspectors findings at the recent appeal at Deansgate South around the need for the Council to establish, monitor and manage a pipeline of scheme in order to demonstrate that demand for PBSA can be met in appropriate locations. The report identified a pipeline of sites that could be used for PBSA including those within the estate plans of the University of Manchester and Manchester Metropolitan University. The report stated that should there be sufficient opportunity, there would be no obvious need to significantly depart from Policy H12 which has largely been effective in managing the supply of PBSA. 20 sites were identified which could potentially support around 12,500 PBSA bedspaces. Their suitability, availability and deliverability were assessed to establish whether they are capable of meeting bedspace requirements, in line with identified and projected need. Whilst the application site has not been identified as one of the sites within the pipeline to meet demands in the city the 595 student beds, would bolster pipeline supply and provide considerable ease of pressure on current student accommodation strains.

This also need to be considered in the context of there being a finite number of sites which can accommodate PBSA in a sustainable manner given the need for these to be located close to the universities and associated facilities and service.

First Street (SRF) and Masterplan (2018) – The First Street SRF in March 2011 aimed to create a new business destination in a mixed use neighbourhood. It recognised that First Street must be embedded within its wider neighbourhood in order to unlock its full potential and provide the stimulus for regeneration. An addendum to the SDF was endorsed in July 2020. This focused on the plots west of Medlock Street but reiterates the economic context of the area and the demand for office space.

The SRFs establish a regeneration framework to build on its success and the unique opportunity that exists. Detailed site specific and more general guiding development principles are established to influence regeneration and development.

First Street has been substantially developed. The site is adjacent to First Street and is a natural link between this and the lower scale of Mackintosh Village. The Site has been increasingly at odds with the character and density of First Street being derelict and clearly in need of investment. It is an inefficient use of an iconic site. For reasons relating to viability the proposal represents the best opportunity to reverse the decline and would provide an appropriate quality of visual and physical linkage.

Corridor Manchester (Strategic Spatial Framework) - The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region. Oxford Road Corridor (ORC) following the preparation of the Corridor Strategic Vision to 2025.

Corridor Manchester is a strategically important economic contributor and a key growth area within the city. The Corridor Manchester Strategic Spatial Framework will build on this. This represents a long term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The Draft Framework seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high quality commercial, leisure, retail, and residential space.

Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the University of Manchester, Manchester Metropolitan University and the Northern College of Music. These educational institutions are world renowned, and Manchester is recognised as a destination of choice for students across the globe.

Both the University of Manchester and Manchester Metropolitan University have put in place aspirational growth plans. This includes the University of Manchester's proposed £1 billion capital investment programme which seeks to deliver the 'world class estate' needed to support its 2020 vision to be one of the leading universities in the world by 2020. Manchester Metropolitan University has recently published a ten year Estates Strategy which outlines a series of strategic investment proposal to the value of c£300m to support its University Strategy. The Strategy notes that over the next five years, the number of students studying at MMU will grow by 10%. This concentration of students is very evidently a key part of the success of the Corridor.

It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.

However, Manchester is operating in a highly competitive higher education market. The City must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. This is a key objective of the investment plans outlined by the universities as, at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester. This will require continued investment in the infrastructure which supports the student population and that ensures the student experience remains world renowned. This will include investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation.

This is recognised by Corridor Manchester Strategic Spatial Framework, which states that:

"The investment of the universities and their recognition as world class institutions will undoubtedly result in an increasingly greater student intake from outside the region and internationally. This will drive demand for new student residential accommodation within the Corridor, in locations that are within a reasonable walking distance to the heart of the universities, over the lifetime of the strategy. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision. New student accommodation must incorporate a range of price points and be of a quality in terms of product, management and pastoral care that will safeguard the student experience, particularly for first year and overseas students".

The SSF identifies the essential role that surrounding neighbourhoods, will play and how that role will be facilitated through the creation of high quality connections and new public realm. It also establishes the principle that development of land in the Oxford Road Corridor should prioritise commercial or educational/research use, in order to maximise the growth potential of the Corridor, recognising the limited availability of land which is likely to become more and more of a significant challenge in terms of growth potential. The PBSA Reports detailed above acknowledge that given the finite supply of land that, student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.

The SSF set out the benefits of clustering through good quality and legible north-south and east-west connections. The site is located within First Street and therefore within easy reach of the wider Oxford Road Corridor, it represents a key opportunity, in a sustainable, attractive location, which will support the City's strategic growth objectives.

The proposed PBSA would support the enhancement of the student experience within the highly competitive higher education market detailed above. The provision of critical infrastructure in the form of accessible, quality, market facing residential accommodation would meet the demands of some students for an enhanced student

experience. For these reasons and as discussed in more detail later in this Report would support the objectives of the SSF.

Manchester City Centre Strategic Plan- The Strategic Plan 2015-2018 updates the 2009-2012 plan. Overall, the City Centre plan seeks to “shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England”. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. It sets out the strategic action required to work towards achieving this over period of the plan, updates the vision for the city centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities.

The site of the current planning application falls within the area designated as the Corridor. The Plan recognises ‘Corridor Manchester’ as a unique area of the City, and the most economically important in Greater Manchester.

The plan identifies the Corridor Manchester as a unique area of Manchester and the UK. It is a hub containing world-class higher-education institutions, a leading research and teaching hospital complex, and a rich range of cultural facilities. It notes that the successful development of Corridor Manchester is fundamental to driving future economic growth and investment in the Manchester City Region. Corridor Manchester is identified as economically the most important area within Greater Manchester, with more job creation potential than anywhere else. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester’s economic output over the past five years. The area has more than 60,000 jobs, over half of which are within knowledge-intensive sectors, including health, education and professional, scientific and technical sectors.

The strategy identifies the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience. The proposed PBSA would support the continuing development of the Universities close to good transport links for ease of access.

Stronger Together: Greater Manchester Strategy 2016-2025 - This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester’s future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe’s most exciting and dynamic cities. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region and a high quality of life. All its residents are able to contribute to and benefit from sustained prosperity.

The proposed PBSA accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Strategy (January 2016) The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the level and range of residential accommodation is fundamental to achieving that vision.

The proposed development of the application site will clearly support and align with the overarching programmes being promoted by the Strategy.

National Planning Policy Framework (2021) The revised NPPF re-issued in December 2023. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 'Building a Strong, Competitive Economy' states that Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 84).

The proposal would deliver significant social, economic and environmental benefits. It would generate 120 net full-time equivalent (FTE) jobs per annum during construction and contribute £36.6 GVA to the economy. Indirectly construction would generate 115 net additional FTE jobs including supply chain jobs. Once operational, the proposal would support 20 FTE jobs on site jobs and contribute c.£800,000 GVA to the local economy annually. The students accommodated here are anticipated to deliver an annual net additional expenditure of £1.9m for the local area. The Applicant is committed to entering into local labour agreements with MCC to ensure the jobs created are for the people of Manchester.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive, and safe places and beautiful buildings (para 96). The proposal would be safe and secure. Cycle parking is provided. A disabled parking bay would be provided adjacent to the development with further spaces being available in the adjacent wider First Street Estate including within the nearby Multi Storey Car Park. A second accessible parking space could be provided subject to highway capacity surveys and would be explored through a condition. New public realm and green infrastructure would be provided. The building would have a high quality and contextually appropriate appearance.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (para 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the

site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 116).

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117). The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan would be secured as part of the conditions of the approval.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 127)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 128).

The proposal would re-use a brownfield site which is currently used as a compound and was previously surface parking. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The PBSA would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site. There would be no car parking reducing car journeys associated with the development.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and

where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive architecture within the area. The building would be sustainable and low carbon. The Proposed Development would include biodiversity enhancements and green infrastructure.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 157).

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 (paragraph 159).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of 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 (paragraph 162).

The buildings fabric would be highly efficient and use electricity for heating and building services. The landscaping would include trees and planting. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 189 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 191 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction, but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 192 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a travel plan and access to public transport encouraging alternative travel choices.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 200).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 204).

In considering the impacts of proposals, paragraph 205 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 206 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 209). The proposal would cause some low levels of harm to the setting of listed buildings and harm a NDHA through the levels of demolition of Hotspur Press. This is considered in detail in the report.

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

Planning Policy Guidance (PPG) The relevant sections of the PPG are as follows: Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

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

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider: • whether or not a significant adverse effect is occurring or likely to occur; • whether or not an adverse effect is occurring or likely to occur; and • whether or not a good standard of amenity can be achieved.

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

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

Design states that where appropriate the following should be considered:

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

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

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

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

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public

benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as: - Sustaining or enhancing the significance of a heritage asset and the contribution of its setting; - Reducing or removing risks to a heritage asset; - Securing the optimum viable use of a heritage asset in support of its long-term conservation. Other legislative requirements

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

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas: - Townscape and Visual Impact; Built Heritage; Climate Change; Sunlight, Daylight and Overshadowing; Socio Economic and Human Health Impacts; Noise and Vibration; Flood Risk and Drainage; Wind Impact and Cumulative Effects. The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering these topic areas as there are judged to be significant environmental impacts as a result of the development and its change from the current site condition.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information: - A description of the proposal comprising information about its nature, size and scale;

- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets.
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. Conservation Area Designations

Principle of the redevelopment of the site for PBSA, contribution to regeneration Principle and Socio Economic Impact

There has been a significant amount of regeneration in First Street and Macintosh Village over the past 25 years through private and public sector investment. A number of redundant mill buildings have been brought back into productive use in Macintosh Village and their setting has been improved with new public realm. Hotspur Press is one of the last remaining industrial buildings of its type in this area yet to be regenerated. The development of the site would make a positive contribution to and complement the regeneration that has taken place. It would introduce a public space which the community could use, would put in place potential links to improve connections between Macintosh Village and First Street and reuse part of a non designated heritage asset.

The previous approval for a residential scheme has expired. The applicant has produced viability assessments in relation to range of uses for the site and the height of the tower. This has demonstrated that even with a nominal land value, PBSA at the height proposed is the only form of development that would be viable and support the retention of elements of the Hotspur Press.

The growth and development of the HEI sector and the provision of PBSA is critical to the City's economic growth. Attracting students ensures that Manchester remains globally competitive and builds upon its reputation as a world class place to study. 50% of graduates remain in the City, the second highest behind London, and is vital to business growth and retention. There are important links between economic growth, regeneration, and the provision of homes, including PBSA in appropriate locations. This site is close to the universities.

The proposal would deliver significant social, economic and environmental benefits. It would generate 120 net full-time equivalent (FTE) jobs per annum during construction and contribute £36.6 GVA to the economy. Indirectly construction would generate 115 net additional FTE jobs including supply chain jobs. Once operational, the proposal would support 20 FTE jobs on site jobs and contribute c.£800,000 GVA to the local economy annually. The students would deliver an annual net additional

expenditure of £1.9m for the local area. It is estimated that the PBSA could release up to 165 homes which could be made available to 405 residents.

A local labour proposal would be agreed to ensure local employment.

The proposed use is therefore considered to be consistent with the Core Strategy policies SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1 together with the NPPF. It is however necessary to consider the potential impact of the development in terms of policy H12 'Purpose Built Student Accommodation'.

Principle of Student accommodation and compliance with Policy H12

Significant weight should be given to policy H12 'Purpose Built Student Accommodation'. The Executive reports in December 2020 and May 2023 on PBSA are a material consideration. Policy H12 outlines criteria which must be addressed. The site is close to Oxford Road and close to the University Campuses and therefore meets the requirements of point 1 of Policy H12.

An Energy Strategy has been submitted and is discussed below and would meet the requirements of point 2 of Policy H12.

This is a vibrant commercially led mixed use area that is suitable for high-density development. The area includes homes, including PBSA, F&B uses, hotel and cultural and visitor attractions.

The site is close to the MMU Science and Engineering Faculty Building and the MMU campus. It is accessible by bike and is close to cycle lanes.

There would be a dedicated accessible parking space on Cambridge Street / Gloucester Street, adjacent to the site and there are 28 in the First Street MSCP. There are 2 on-street parking bays where disabled drivers can park without payment or limit on River Street. The Travel Plan and Student Management Strategy would encourage the use of sustainable transport and there would be a cycle store and workshop on site. Students would be advised that there is no on-site parking. Any requirement to use the loading bay/disabled bay during move-in/out would be agreed with the City Council in advance. Students would be asked to confirm their travel arrangements and move in procedure. Students will likely move out over a gradual period, reducing during that process. A strategy for student move in / out could be secured by a condition. The proposal would meet the requirements of point 3 of Policy H12.

The proposal would contribute to the pipeline of PBSA and address need identified in the May 2023 Executive report. It would reduce the demand on mainstream housing and support the objectives of the Oxford Road Corridor strategic spatial framework guide. It would re-use a brownfield site and create a high quality building.

The proposals would bring back to life one of the last historic industrial complexes of its type in the City Centre. It would provide useable public space that could link to existing and potential future pedestrian routes. The public realm and active ground floor spaces would create vibrancy on a derelict site.

On the basis of the above 2 points the proposals would meet the requirements of point 4 of Policy H12.

There would be a 24 hour on site presence and the proposal would comply with the recommendations of the Crime Impact Statement. A condition should require Secured by Design accreditation. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

There would be no unacceptable amenity issues from noise or vibration, changes to the wind microclimate or through the loss of daylight or sunlight and there should be no noise increase. The building would be acoustically insulated, and a Management Plan could be a condition to ensure that the development would be well run and that its operation respects nearby residents. Arrivals would be managed to minimise disruption to residents and the highway. The proposal would meet the requirements of point 6 of Policy H12.

There are no listed buildings at the site but the former mill building is a non-designated heritage asset. The most significant part of the building to survive is the 1801 mill building, with the later additions and extensions being of lower heritage significance. The site is in a poor condition and requires significant investment to ensure its heritage interest is not completely lost. The proposal would ensure that the most significant part of the non-designated heritage asset is retained and would make a positive contribution to the vitality of the area. The proposal would meet the requirements of point 7 of Policy H12.

The PBSA management team would manage waste and recycling. Residents would transfer waste to the appropriate refuse containers on the ground floor. The management team would bring out to the collection point on the collection days. The Strategy demonstrates that the bin stores can accommodate the number of bins, provided it is collected by a Commercial Waste Operator which would be secured through a legal agreement. The proposal would meet the requirements of point 8 of Policy H12.

The need for additional PBSA has been recognised in reports to the Executive. Manchester is one of the most expensive UK cities for PBSA and students are increasingly occupying mainstream housing stock and competing with working households. This has an impact on how affordable housing is, significantly reduces Council Tax revenue through student exemptions, and creates issues in terms of effective management and consequential impacts on amenity, neighbourliness, etc. This has a detrimental impact on the housing market and inflates private sector rents, it also has an adverse impact on affected communities, with students living in accommodation not best suited to their needs. Providing high-quality PBSA helps to return accommodation to the mainstream market. The proposal would meet the requirements of point 9 of Policy H12.

This is a complex development. Technical experts, including input from structural engineers and contractors with relevant experience have been involved in the design process. This is indicative that the proposal is deliverable.

The proposal would meet the requirements of point 10 of Policy H12

The proposal would comply with the requirements of policy H12 and with the detailed criteria in the December 2020 and May 2023 Executive reports and the principle of the proposal is acceptable. It would comply with the aspirations of the Oxford Road Corridor Spatial Framework.

A condition is to be included to control ensure that the accommodation is used exclusively and solely for the intended purpose as student accommodation. This would safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval and safeguard the character of the area.

Affordable student accommodation

There is no planning policy requirement to provide affordable PBSA accommodation. However, the report to Executive in December 2020, recognised that a more diverse pipeline of PBSA is required. The cost of PBSA is an issue that has been raised by student bodies and Manchester Universities and was identified as a key issue in the Executive reports. The provision of affordable PBSA is necessary and essential to meet need and demand going forward. However, it not required to make this development acceptable in policy terms.

A viability report has been made publicly available through the Councils public access system and has been independently assessed, on behalf of the Council. Its conclusions are accepted as representing what is a viable in order to ensure that the scheme is deliverable to the highest standard. This confirms that it would not be viable to offer affordable accommodation but notwithstanding this the applicant has offered to provide 10% of the units at an affordable discounted rent.

Design and CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 37 storey building is appropriate in this location and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Principle of height, massing and design

The Core Strategy requires tall buildings to create a unique, attractive, and distinctive City. They should enhance the character and distinctiveness of the area without adversely affecting valued townscapes or landscapes or intruding into important views. The site and its context undermine the quality and character of the townscape in the area and the lack of street level activity creates a poor impression.

Height in the area is mixed and includes former mills with Macintosh Mill, Chorlton Mill and Cambridge Mill (all Grade II listed) typically around 5 or 6 storeys, The Assembly apartment building is 28 storeys. The 37 storeys student accommodation at Bridgewater Heights is less than 300m from the site. Behind are student buildings at 31 and 36 storeys. A 55 storey tower has been approved at Great Marlborough Street. Building ranging in height from 10 to 45 storeys are under construction on Plot 11 First Street. Beyond this is Great Jackson Street where large scale residential schemes are progressing.



View from Gloucester Street



View from Cambridge Street

The proposal would be higher than the 28 storeys previously approved. This need for increased height has been demonstrated through a viability appraisal and is necessary to regenerate the site whilst retaining historic fabric.

The development would comprise a 'tower' with the infilled retained facades acting as a podium. The stepping back of the tower from the podium edge would break up its mass. Active frontages at ground floor and the public space would activate the area.



Building footprint and linkages



Tower set back above level 05

The proposal would improve the area and use the site efficiently. The setting back of the tower from the retained facades would create space around it and enhance the appreciation of the retained elements and the interface with the public realm.

The site requires investment. It creates a poor impression and undermines the quality and character of the area. A development of this scale is appropriate at this site so long as the impacts on the amenity of local residents are within acceptable levels.

Architectural Quality

The key factors to evaluate is the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered design response. The quality of

the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

The site is close to the historical mills to the East where red/brown brick is the main material. The materials would deliver a high quality design. Their colour and texture would reflect that found nearby. The deep red brick as the predominant material on the 'tower' would be distinguishable but complementary to the cleaned retained and restored elements of the Hotspur Press buildings.

In the previous scheme the tower aligned with the west elevation along the River Medlock, by reorientating it to align with Gloucester Street, a stronger frontage to the Hotspur Press façade is established. A reduction in the width of the 'tower's' footprint allows for more of the existing façade to be retained, whilst also creating a slenderer appearance from key views across the city. A new 'mill-like' infill extension to the river would complete the podium and continues the industrial character of the existing buildings following the eaves level of the 1880s curved wing.

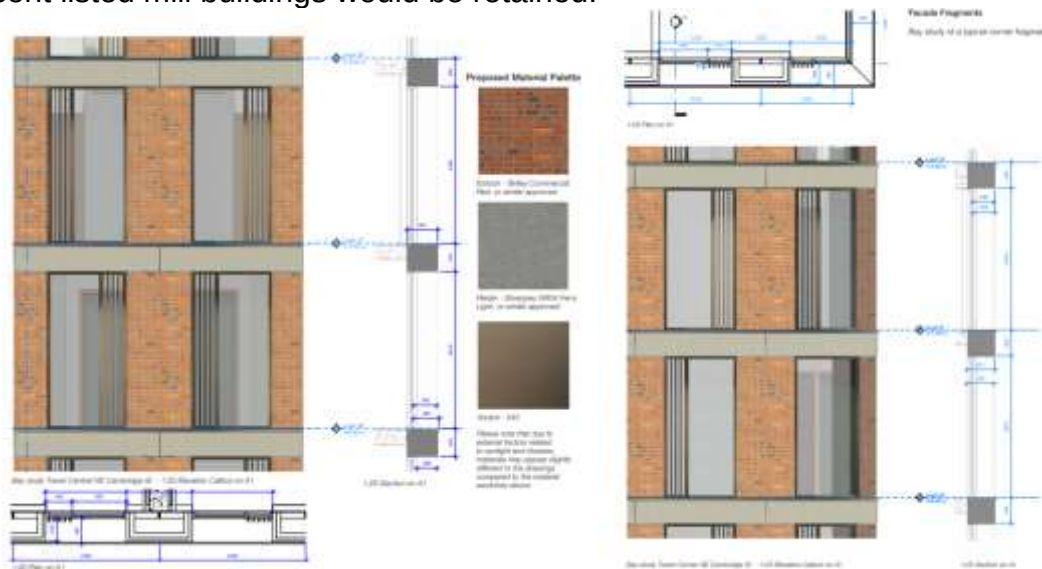


Context elevations

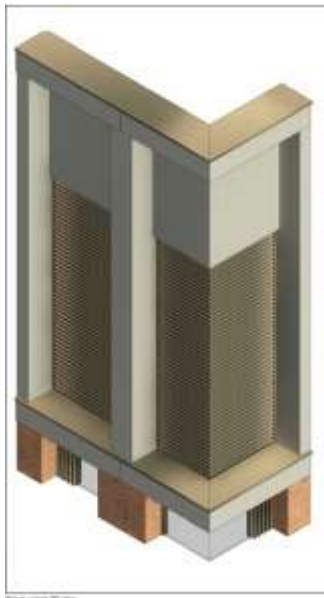
A regular grid arrangement on the facades would echo the proportions of the adjacent mill buildings. The building would have a tripartite sub-division and architectural elements would give the building character and depth. The main entrance from the public realm would be demarcated by an enlarged opening.

The building would have a strong 4 storey plinth formed from the retained facades. This and the perimeter wall would ground the building at a human scale and retain the site's strong historic relationship with the back of footpath. The 'tower' would be

set back and clearly read a separate modern element. The set back would limit the visual impact of the 'tower' such that the existing visual relationship of the site with adjacent listed mill buildings would be retained.



In the middle section deep reveals would reference architectural detailing prominent in the adjacent mill buildings. Slim profile window frames would maximise the levels of glazing within the windows creating lighter spaces within the rooms behind. The expression of vertical elements relieved by the expression of the horizontal banding would break up the overall massing creating visually lighter elevations. That expression and the layering of the facade created through the use of vertical anodised metal ventilation panels would create visual interest. Ventilation would be located behind the vertical metal panels.



A functional crown element would terminate the 'tower' whilst also screening plant equipment upon the roof of the tower. Here bronze anodised aluminium louvres would be panelised and set back 513mm between concrete piers that would visually extend the rigorous architectural rhythm of the brick piers of the tower to the crown. A

a deep concrete parapet capping would act as a strong visual terminus to the 'tower' whilst screening the building maintenance equipment behind. Louvres at the lower levels would take the form of a decorative, perforated metal screens. The intention is for these to visually link to elements within the public realm and be expressed as part of a public art strategy for the building.



The removal of the infill panels to the reconstructed perimeter brick wall to the eastern site boundary will enable greater connectivity to the new public realm. Notable elements of architectural significance on the perimeter wall are the herringbone brick details above each bay. When rebuilt, this existing detail is to be structurally supported and celebrated using a minimal Corten, strip lintel detail. The proposed solid inserts along the wall are also to be in Corten.

This would be a well detailed and high quality design. The public space would allow new connections through the area as neighbouring developments come forward.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design team recognises the high-profile nature of the proposal, and the design is appropriate for this prominent site and would match the quality of the buildings under construction. The range of technical expertise provided indicates that the design is credible. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality. A contractor has been involved throughout the design process to ensure the high-quality vision is realised.

Contribution to public space and facilities



Public Realm Details including potential future link to First Street

The public realm is a key component of the scheme. A public square would be created, through removal of the sheds. It would include hard and soft landscaping including 7 mature trees. The retained parts of the sheds would provide a covered area.

The perimeter brick wall would be retained to provide enclosure. The proposals include block paving surface finish through into the yard to form a consistent floor scape to the public realm and a link to First Street. The original shed's beam lines would be expressed in the floor. The space would allow a pedestrian connection to be created to First Street and discussions are ongoing regarding this.

The square would interface with three railway arches, revealed by the demolition of the sheds. These have historically been used for commercial purposes with the front entrance facing onto Whitworth Street. The applicant is in discussion with the owner of the arches with a view to opening these up to the site and providing a further active frontage to the square. This does not form part of this proposal.

Sustainability / Climate Change Mitigation: Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. The energy strategy sets out how the operational and embodied carbon would contribute to Net Zero Carbon targets. An Energy Strategy, Environmental Standards Statement and Circular Economy Statement assess physical, social, economic and environmental effects in relation to sustainability objectives. They set out the measures that could be incorporated across the lifecycle of the scheme to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be

minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing.

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions (Part L 2010). The development would achieve an 11% improvement on Part L 2021. If the development was assessed using Part L 2010 there would be an improvement of 54%. A BREEAM pre-assessment demonstrates that the proposal can achieve an 'Excellent' rating.

The building would be all electric with Air Source Heat Pumps. The infrastructure would allow the scheme to become zero carbon over time as the grid decarbonises.

The effects of the proposal on climate change would be mitigated wherever possible as directed by Policy EN8 (Adaptation to Climate Change). As a requirement for several of the BREEAM credits, climate change would be considered in the design of the building envelope and services and the proposal would be future proofed where reasonably possible.

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving.

The proposal would follow circular economy principles, through best practice principles in design and construction with the aim of reducing material usage, minimising waste, and embedding longevity, flexibility and adaptability.

Elements of the façade would be retained and refurbished. Along the river facing façade, part of the single storey river wall will be retained. The remaining 4-storey river side elevation would be retained as would the 4-storey façade on the street side. Where retention is not possible, the exterior building components would be deconstructed and replaced with a new façade with reuse of existing materials being the default position when rebuilding. Reuse opportunities would be explored and prioritised before resorting to downcycling of on-site materials. Although direct re-use of building elements may not be feasible, some demolition waste may be repurposed in the landscaping to increase circularity and reduce waste generated. This will be further investigated in the next design stages when quantities become more refined.

The circular economy strategy for the new building and building layers addresses the following design approaches:

- Resource efficiency, material circularity and ethical sourcing have been a critical element of the overarching sustainability strategy.
- Material reuse.
- Retention and reuse the original equipment where possible such as some of the architectural fittings and furnishings.
- Concrete structural frame to incorporate lean design principles, aiming to minimise the amount of raw virgin materials needed by adopting an efficient solution to include use of cement replacement (such as using GGBS), a by-

product of the iron-making industry) and recycled aggregate where possible). High amounts of recycled steel would form the reinforcement bars.

- The building shell would be capable of disassembly and reuse/ recycling. Shear walls have been minimised to allow for internal spaces to be reconfigured and maximum adaptability for future uses. The structural grid would limit internal columns and allow the flexible use of the building.
- The longevity of the façade materials have been considered in terms of lifespan and durability.

The proposal would make a positive contribution to the City's carbon reduction objectives and, subject to the ongoing decarbonisation of the grid is capable of becoming Net Zero in the medium to long term, whilst achieving significant CO₂ reductions in the short term.

Relationship to Transport Infrastructure, Cycle Parking Provision and Servicing and Deliveries

All sustainable transport modes including trains, trams and buses are nearby. The public realm improvements and the potential linkages would enhance links to sustainable transport. The impact on the transport network would be minimal and a Travel Plan would make occupiers aware of sustainable options.

There are 28 accessible parking spaces in the First Street MSCP (250m), 2 on Station Approach (off Oxford Road) (270m), 2 on Oxford Road (300m) and 4 on Chester Street (450m). There a 2 Car Club bays is on Whitworth Street West 100m from the site. An accessible parking space would be provided on Gloucester Street/ Cambridge Street.

There would be 110 internal cycle spaces. A loading bay would be on Gloucester Street/ Cambridge Street which would be used for servicing, refuse collection and drop off. This would be secured through a Traffic Regulation Order. Deliveries and taxis would also use the loading bay. A high proportion of deliveries by food takeaways and Amazon are undertaken on bikes in the City Centre who can park in the public realm. These arrangements can be secured through conditions.

It is recognised that there is a need to minimise disruption during student arrivals and to ensure minimal disruption to traffic flows along Cambridge Street/Gloucester Street and surrounding routes. Any requirement for the temporary use of the loading bay/disabled bay during this period would be agreed with the City Council.

Prior to arrival, residents would book confirm their arrival arrangements and move in procedure. They would be provided with details of travel arrangements from key airports, the main line train stations, and bus/tram routes. It is expected that a maximum of 75% would arrive on the check in weekend, with the remainder arriving on the days before and after. A worst-case that all residents would arrive by car equates to 220 residents moving in per day on the move-in weekend. On-site baggage handlers with trolleys would help to take belongings to the reception area/relevant room. Additional staffing would manage use of loading bays/parking and direct residents to the accommodation. They would notify each vehicle when their allotted time has been reached when cars would be directed to a local car park

where spaces would be reserved such as Q Park. Check out would be managed in a similar fashion but is a more gradual over a longer period. Final details of the Move in / Move Out Strategy would be secured through a condition.

Conditions would require details of off-site highways works including the need to secure the TRO and deliver the loading bay / parking space prior to occupation and for pavement reinstatements and finishes. The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the proposal.

Design Issues, relationship to context and the effect on the Historic Environment. This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues to consider are to consider are: the justification for the loss of fabric from the Hotspur Press a Non Designated Heritage Asset (NDHA); the appropriateness of a new building set back behind the retained fabric; the impact on the setting of the adjacent grade II listed buildings, conservation area and non designated heritage assets; and, consideration of the impacts in the context of the requirements of the Core Strategy, Section 16 of the NPPF and Section 66 of the Planning and Listed Buildings Act.

The impact on the significance of the setting of listed building from this proposal relates to its impact on the setting of the following: Former Cotton Mill On West Side Of Junction With Cambridge Street (Mackintosh Mill), Mill Chimney Stack On West Side Of Junction With Cambridge Street (Mackintosh Mill), Chorlton New Mill And Attached Chimney, Chorlton Old Mill, Mill On North East Corner Of Junction With Chester Street, Manchester Oxford Road Station (Including Platform Structures), The Ritz Dance Hall, Whitworth Street, Manchester South Junction And Altrincham Railway Viaduct, Rochdale Canal Lock Number 89 (Tib Lock), On South Side Of Havelock Mills, 13-17 Albion Street, Canada House, the Britons Protection and Lee House (all) Great Bridgewater Street) and the Peveril of the Peak Public House and Chepstow House (both Chepstow Street) (all Grade II Listed)

The Core Strategy seeks to ensure that development complements the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it would add to its locality is also important. The proposal would be taller than some of the nearby tighter and lower rise urban grain, the principle of a tall building and loss of fabric of the Hotspur Press was established by the previous permission.

Visual Impact on Designated and Non-Designated Heritage Assets and Townscape and Visual Impact Assessment

The effect on key views, listed buildings, conservation areas, archaeology and open spaces has been assessed. The density of the city centre skyline is evident on routes into it. There are historic and larger, modern buildings nearby, but the proposal should not undermine the setting of heritage assets.

A Heritage Assessment used Historic England’s guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017) to assess the impacts on affected Heritage Assets. A Townscape and Visual Impact Assessment (TVLA) was undertaken in accordance with the methodology and approach set out in the Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013) Landscape Institute) (LI) and Institute of Environmental Management & Assessment (IEMA) has been used as guidance to inform the assessment of townscape impacts. Photographs from agreed viewpoints have been produced in compliance with the Technical Guidance Note 06/19: Visual Representation of Development Proposals (Landscape Institute, 2019). The assessment has analysed the impact on the townscape significance from 13 views and the heritage context. In views 5,6,10,11, the visibility of the proposal would be the minimal due to distance and dominance of other buildings. The impact on the setting of listed buildings in 7 of these views were assessed for heritage impact. The TVLA has included consideration of changes to townscape, changes to urban grain, changes to building heights and changes to site character.

Rochdale Canal Lock Number 89 (Tib Lock), On South Side of Havelock Mills, 13-17 Albion Street, the Britons Protection and Lee House have been scoped out of the Heritage Assessment as they are not visible in the views.



Table 3: Designated Heritage Assets within the 200m study area which have the potential to be indirectly impacted by the Proposed Development

Asset Number (see Fig. 4)	Asset Name	Grade	OS Grid Reference	Assessed by the Proposed Development and included in the Assessment
A	Former Cotton Mill On West Side Of Junction 1000 Cambridge Street (Manchester M60)	Grade II	SD 123088	Yes
B	Mill Chimney Stack On West Side Of Junction 1000 Cambridge Street (Manchester M60)	Grade II	SD 123088	Yes
C	Church New Mill and Attached Chimney	Grade II	SD 123088	Yes
D	Church Old Mill	Grade II	SD 123088	Yes
E	Mill On West East Corner Of Junction 1000 Cambridge Street	Grade II	SD 123088	Yes
F	Manchester Cotton Mill (Including Foundry Buildings)	Grade II	SD 123088	Yes
G	The Old Cotton Mill	Grade II	SD 123088	Yes
H	Manchester South Junction And Altrincham Railway Viaduct	Grade II	SD 123088	Yes
I	Rochdale Canal Lock Number 89 (Tib Lock) On South Side Of Havelock Mills	Grade II	SD 123088	No
J	15-17, Albion Street	Grade II	SD 123088	No
K	The Britons Protection Public House	Grade II	SD 123088	No
L	West End of the Park Public House	Grade II	SD 123088	Yes
M	Chapman House	Grade II	SD 123088	Yes

Locations and details of Listed Buildings where development could potentially impact on setting.





Existing Images of Exterior



Viewpoint Locations



Viewpoint 1 Baseline



Viewpoint 1 Proposed



Viewpoint 1 Dusk Proposed



Viewpoint 1 Cumulative



Viewpoint 1 Dusk Cumulative

Viewpoint 1: Whitworth Street West

Baseline: This view is from the junction of Oxford Road and Whitworth Street West, which is the main entrance to Oxford Road Station. It is dominated by highway infrastructure and 20th and 21st century buildings. Views are channelled by modern residential blocks and seen to be partially terminated by Deansgate Square towers and 1 Cambridge St. The Grade II listed railway viaduct forms a continual back of pavement wall but is largely imperceptible and is best appreciated from other locations. The Hotspur Press can be glimpsed through the railway but is imperceptible due to distance and partial concealment. The former Cornerhouse cinema at the junction of Station Approach screens views of the Grade II listed Oxford Road Station.

Townscape Impacts: The tower would form a focal point above the railway viaduct and would be consistent with the urban character of the view. The overall effect would be moderate /minor- neutral in townscape terms. In cumulative views it would be moderate- neutral / minor -neutral.

Impact on Heritage Assets: This significant proposal would terminate the view. Its scale and mass would be clearly read and the materials would reflect the surrounding rhythms, colour and texture of the wider streetscape which would reduce its overall townscape impact. The tower would form part of the wider collection of tall buildings. It would be a contemporary building and add a vertical element to the streetscape and would not compromise the setting or linier Grade II listed railway viaduct. The proposal would have no impact on the appreciation of the significance of Hotspur Press or the Grade II railway viaduct and its impact would be neutral.

The cumulative impact would be neutral; the committed developments would be viewed as part of the taller buildings which would be a backdrop to the proposal.



Viewpoint 2 Baseline



Viewpoint 2 Proposed



Viewpoint 2 Cumulative

Viewpoint 2: Jack Rosenthal Street

Baseline: This view is from First Street and the setting and significance of Hotspur House is well represented. The Assembly dominates the background of the view. The raised part of an early branch section of the Grade II railway viaduct is to the left but this is not the best location from which to appreciate the special interest and setting of it.

Townscape Impacts: The view would include an improved and visually connected public realm with increased visibility across the river. The close view means that street level elements would be prominent, but the proposal would be a focal point. The overall effect would be moderate/ major-beneficial in townscape terms. In cumulative views it would be major-beneficial / moderate beneficial.

Impact on Heritage Assets: The proposal would be clearly visible, and the 'mill-like' in-fill extension would continue the industrial-character of the Hotspur Press. The new datum line to the extension helps to visually break up the lower parts with the tower structure. The contrasting tower would emerge above the former mills and have a similar visual impact to The Assembly.

The focus of the view on the mill-group ensures that the visual impact is minimised but the replacement of historic fabric would have a detrimental impact on the ability to read the historic form, character, and heritage significance of the NDHA. The remaining historic fabric would be restored and repaired, and the opening of the river edge would give a new focus on the river. The public realm and landscaping works would provide an enhanced focus on the retained/regenerated historic fabric of the mill and the setting of the Grade II listed railway viaduct and provide opportunities for greater public access to Cambridge Street. Access to the public realm and the active

ground floor uses would provide opportunities to observe and interact with the building enhance the appreciation of this area and create integration of the site and the river. For these reasons, the proposal would have a minor beneficial impact on the setting of the Grade II listed railway viaduct and incur a moderate adverse impact on the character and setting of the Hotspur Press.

In cumulative views, the impacts would be the same; the top of 20 Great Marlborough Street would rise above the left hand tower of Cambridge Street in the background adding to the cluster of buildings.



Viewpoint 3 Baseline



Viewpoint 3 Proposed



Viewpoint 3 Cumulative

Viewpoint 3: Gloucester Street at Whitworth Street West

Baseline: The view is funnelled through the Grade II railway bridge into Gloucester Street, where Hotspur Press becomes increasingly visible, and eventually dominates the view. The main elevation of the 1801 building terminates the view with the uppermost floor levels of the First Street MSCP behind. The mill complex is a surviving feature of the former-industrial landscape, framed by the listed bridge. The principal components of the complex are fully revealed in the streetscape from this perspective. The street-level is dominated by the perimeter wall. The setting and character of Hotspur House and its dilapidated condition is visible. The Grade II listed railway bridge is a significant heritage asset and Hotspur House makes a significant contribution to the streetscape and the character of the viaduct's setting.

Townscape Impacts: This would be a highly visible entrance. The height would make this a focal element, but the railway bridge would obscure its full extent. Tree planting in the public realm would help soften the hard-built form and help bring the scale of the periphery down to a human scale. The overall effect would be moderate-beneficial in townscape terms. In cumulative views it would be moderate beneficial.

Impact on Heritage Assets: The tower would be largely concealed by the listed railway bridge, albeit becoming more visible as one moves south-west/north-east along Gloucester Street. The proposal would be highly visible with the tower obscuring a large area of open sky.

The openings created in the 1860s perimeter wall would reveal the depth of the site and create pedestrian links through a new landscaped area. The dominant impact of the railway infrastructure would counterbalance the impact of the tower and minimise the impact on Hotspur House. The set-back position of the tower from the retained historic façade would also ensure that the 1801 mill would be read in the streetscape. The listed viaduct would continue to dominate the streetscape and define the historic environment. The proposal would have no impact on the setting of the Grade II listed railway viaduct but would incur a minor adverse impact on the character and setting of Hotspur Press, which would increase as one passes beneath the railway bridge. In cumulative views the impact would still be minor adverse.



Viewpoint 5 Baseline



Viewpoint 5 Proposed

Viewpoint 5: Manchester Central

Baseline: This view is from the plaza space in front of Manchester Central and Bridgewater Hall. Views are contained by the built form surrounding the canal basin in front of The Bridgewater Hall. Beyond this, only the tower of the Cambridge Street Development is visible.

Impacts on Townscape: The proposal would be visible to the right of the Cambridge Street Tower and above other tall buildings in the background of the view. The overall effect would be minor/ neutral.



Viewpoint 6 Baseline



Viewpoint 6 Proposed



Viewpoint 6 Cumulative

Viewpoint 6: Cambridge Street and Mancunian Way

Baseline: This view looks from the roundabout junction of Cambridge Street and the Mancunian Way and is channelled by buildings on either side of Cambridge Street. Mature trees partially screen views of the Dunlop Mill building. There is an almost imperceptible view of Hotspur Press and the Grade II listed viaduct. The view is dominated by the highway and substantial buildings. There are views of the Beetham Tower, Viadux and 1 Cambridge Street. This is in comparison with a view of the Grade II listed former mill chimney. Hotspur House is almost entirely obscured and makes no contribution to the streetscape.

Townscape Impacts: The proposal would be a visible focal point at the end of Cambridge Street, sitting as a pair of towers with the existing Cambridge Street Tower on the opposite side of the road. At street level, the retention and remodelling of the retained facades would mean that the streetscene appears consistent to the Site's existing character. The overall effect would be moderate/ minor-neutral in townscape terms. In cumulative views it would be moderate / neutral.

Impacts on Heritage Assets: The tower would be highly visible but would read as a slender distant feature and understood as an independent architectural feature. The tower materials would respond to the historic mills/ area, and particularly the historic brick chimney structures, and would make a positive contribution to the cluster of similarly sized towers in the area.

The tower would impact on the prominence of the Grade II listed chimney. However, it would have no adverse impact on any of the settings of heritage assets. Hotspur Press would not be read from this location due to its scale and its distance from the

view. There would be a neutral impact on the character and appearance of the non-designated Hotspur Press and the settings of all heritage assets, but there would be a minor adverse impact on the Grade II listed chimney stack.

In the cumulative view there would be a minor adverse impact on the Grade II listed chimney stack. The Great Jackson Street development is seen directly behind the listed chimney but this would be lessened in kinetic views moving north on the street.



Viewpoint 8 Baseline



Viewpoint 8 Proposed



Viewpoint 8 Cumulative

Viewpoint 8: Hacienda, Whitworth Street West

Baseline: This is on Whitworth Street West near the junction with Albion Street. Views are shaped by the listed 19th century railway viaduct and the early 21st century large-scale development on Cambridge Street tower and Liberty Heights protruding into the skyline. Hotspur Press is concealed behind the Grade II listed railway viaduct. The towers behind the viaduct, have a relatively imperceptible impact on the viaduct and streetscape. HOME complex is visible above the viaduct.

Townscape Impacts: The tower would be highly visible as a component in the urban fabric. The streetscape is characterised by the listed viaduct and the early 21st century towers. The large magnitude of change would be major/ moderate- neutral. In cumulative views it would be major / moderate - neutral.

Impacts on Heritage Assets: The tower would be a tall element above the viaduct. Hotspur House would be concealed behind the viaduct. Whilst the tower would be taller than recently completed developments, it would not visually intrude or dominate the view or materially change its character. The setting and repetitive linear character of the viaduct remains as a robust 'podium' to the evolving high-rise developments behind. The proposal would have a neutral impact on the setting or significance of Hotspur House and the Grade II railway viaduct.

Cumulative impacts would be the same; the top of the 20 Great Marlborough Street development is seen rising above the 1 Cambridge Street in the background adding to the established cluster of buildings.



Viewpoint 9 Baseline



Viewpoint 9 Proposed



Viewpoint 9 Cumulative

Viewpoint 9: Cambridge Street at River Street

Baseline: This is from the junction of Cambridge Street and River Street directed along Cambridge Street towards the Hotspur Press. The Assembly is just visible to the right. Hotspur Press is the focus of the view. The 1882 curved wing wraps around the edge of the river, whilst the main body of the 1801 mill, and later perimeter shed wall, is largely obscured by trees and weeds that contributes to the dilapidated appearance of the buildings. The listed viaduct partially encloses the view but its heritage interest is not best represented from here as its southern elevation is largely concealed. Buildings at First Street can be partially seen beyond the viaduct but do not dominate or compete with the character and setting of Hotspur House, which remains as the focus.

Townscape Impacts: The proximity of the scheme and its intended interaction with Cambridge Street, means this would be a highly visible threshold to the site. The tower would be a focal element within this setting, mirroring to some extent the adjacent Cambridge Street tower. Tree planting in the street and square would soften the hard-built form and would create a more human scale. The magnitude of change would be large. The overall effect would be major-beneficial in townscape terms. In cumulative views it would be major-beneficial.

Impact on Heritage Assets: The retained facades of Hotspur Press would be highly visible and the historic south and east facades would be retained and restored, and the external envelope of the of the former mill complex would continue to be appreciated and understood. The former blind shed wall would be opened up to form

active street frontages, which would enliven street-level views, allowing for future potential pedestrian access and connection to the First Street development behind. The 'tower' would dominate above the retained building. However, the old and new would be clearly legible and the slightly 'cranked' position of the tower would emphasise this distinction enabling the mill to be interpreted as existing, whilst the new tower can be understood as a new development immediately behind the mill. Although the Hotspur Press site will continue to be read as a former industrial site, the scale and proximity of the tower would adversely impact on its low-level industrial character, and to a lesser degree its setting.

The proposal would have a beneficial impact on the Grade II listed viaduct from this perspective due to the removal of buildings from its base and opening-up of the perimeter wall, which will enable clearer views.

The public realm and pedestrian routes would allow the historic buildings to be enjoyed and accessed and create a new 'destination'.

The proposal would have a moderate beneficial impact on the setting of the Grade II viaduct, and a minor adverse impact on the significance of the Hotspur Press. The impact would be the same in cumulative views. The top of the St Michael's development would be glimpsed above the linear form of the viaduct to the right.



Viewpoint 13 Baseline



Viewpoint 13 Proposed



Viewpoint 13 Cumulative

Viewpoint 13: Chepstow Street

Baseline: This view looks south west towards a car park from the back of the of the 18th century Grade II listed Peveril of the Peak Public House. The highly decorated

glazed tile facades of this domestic-scale public house aren't appreciated from here and can only be seen when moving further south-west towards the pub.

The Grade II listed Chepstow House to the right was built in the mid-19th century as a shipping warehouse. Although largely oblique, the decorative stone detailing, corner tower and gable of the former warehouse can be seen but its special interest and setting are better understood when viewed from further south.

The buildings lining the south of Great Bridgewater Street are visible in the middle distance, with some taller towers visible above these.

Townscape Impacts: The majority of the tower would be seen above the existing roof lines and would be a large focal point. The effect would be a moderate -neutral. In cumulative views it would be moderate-neutral.

Impact on Heritage Assets: The proposal would be highly visible and taller than the recent adjacent developments to the far left. This is not the best location from which to experience the heritage interest or setting of the Peveril of the Peak, so the proposal would not alter that appreciation. Due to the oblique view of the south-eastern elevation of the Grade II listed Chepstow House, its setting and special interest would also be unaffected.

The proposal would have no impact on the settings of the Peveril of the Peak or Chepstow House, and its impact would be neutral.

In cumulative views the impact would still be neutral.

Townscape Impacts on Conservation Areas

The site is not in a conservation area and is separated from those in the city centre by the viaduct. The tower would be visible from certain locations within the city centre conservation areas, in the context of other tall buildings. There would be a moderate – neutral impact given the high sensitivity from some views.

Summary of Townscape Impacts on Setting of Listed Buildings

The proposal would enhance the currently dilapidated character of the streetscape. Connections to Whitworth Street West, and across the river. Would be improved. The proposal would result in a minor adverse impact on the listed Chorlton New Mill and attached Chimney and a minor and a moderate adverse impact on the retained elements of Hotspur Press. Some harm is caused to the NDHA. The minor harm to the setting of listed buildings would be at the low level of less than substantial and in viewpoints 2 and 9 would improve the setting of the Viaduct.

Viewpoints not considered



Viewpoint 4

Viewpoint 8



Viewpoint 10



Viewpoint 11



Viewpoint 12

Impacts on Heritage Assets of Partial Demolition of Hotspur House





Existing Interior Images

Relevant Considerations

The impacts of the new build elements on heritage assets has been considered above. As Hotspur Press is a NDHA, the impact on significance of the loss of elements of façade and the impacts of that loss on the setting of adjacent listed buildings also needs to be considered.

This need to be considered in the context of S16 of the NPPF. The principle of the level of demolition on significance needs to be considered in the context of para 209 of the NPPF. This requires that “in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”. An appraisal of significance in line with its planning status as a non-designated heritage asset has been carried out and this has informed that balanced judgement.

Significance of Hotspur Press

The principle of demolishing parts of Hotspur Press has been established by the 2020 consent. The site should make a positive contribution to the character of the area and the setting of adjacent listed buildings, but its current condition detracts from the cohesion of the townscape.

The significance assessment has used recognised criteria to assess its heritage significance. It has defined those parts of the site which contribute to its interest, against those which detract from it, whilst putting the site in its historic context. The key points to emerge are:

- The site is adjacent and partially attached to the Grade II listed Railway Viaduct and in the setting of 15 other listed buildings, 11 of which are relevant to this assessment.
- This NDHA does yield considerable architectural and artistic interest relating to its functional-design, which responded to the original needs of cotton- spinning on an awkwardly-shaped site. Its response to the curve of the River Medlock is a key part of its setting, and it is the last remaining cotton mill that survives on the River Medlock in the city centre.
- It has considerable historic interest through the being a Georgian former cotton mill dating to 1801, which includes surviving examples of the original early 19th century working conditions. These include: the steep and narrow original stone staircase, the small workers' toilets on each floor, the traceable, original plan-form, and the later phases of construction.
- Despite being the second oldest surviving, non-fireproof cotton mill in Manchester, its subsequent use as a printing press from the early 1900s has partially diminished its overall heritage significance.

Historic interest is also yielded from its connection to the renowned local manufacturer and businessman, John Rylands. The Rylands company owned and used the mill from the 1860s until the 1900s and added the curved wing and sheds.

As a NDHA of local interest, the site makes a modest contribution to the formerly industrial settings of the nearby collection of Grade II listed mills on Cambridge Street/Hulme Street.

The elements considered to yield high heritage interest include:

- The surviving parts of the original 1801 mill, early brick and stone staircase, remains of original mill chimney.
- The c1903 freestanding Percy Bothers Ltd signage on the exterior of the building is a highly unusual survival of high significance, as it illustrates continuous ownership and use of the building by this company for such an extended period.

Elements considered to yield medium heritage interest include:

- The c1882 curved wing; The blind brick perimeter wall to the main external entrances at ground floor level.

Elements considered to yield low heritage interest include:

- The ground floor shed structures; Early surviving panelled partitions forming offices; Examples of 1950s alterations, such as toilets and fire escape to the east; 1930s timber staircase.

Elements within the Site considered to yield no/detrimental heritage interest include:

Modern, mid-to-late-20th century partitioning and areas of brick infill

The buildings were assessed by Historic England's listing inspectors in 2019 and Listing was refused for the following reasons:

- Degree of architectural interest: although it dates from the first decade of the C19, and is rare for its surviving non-fireproof construction, the extent of alteration diminishes its interest as an example of the period and type;
- Degree of historic interest: its association with the pre-eminent textile manufacturing concern Rylands and Company is not strong enough or apparent in the building;
- Its use by Rylands for making clothing was not influential on the industry and this was not the main centre of that activity, which is also not manifest in the surviving fabric; and
- Group value: the mill's contribution to the Chorlton on Medlock group of mills is relatively peripheral.

Direct Physical Impact Assessment.

There is a need to deliver a quantum of development to form a viable scheme and the location of the tower would result in the removal of the interiors of the 1801 building and c1882 curved wing.



The original principal elevation of the 1801 mill building would be retained and sensitivity repaired and restored along including the repair and retention of the 1902 Percy Brothers signage. This would yield a beneficial impact.

All facades to the curved c1882 wing would be retained apart from the north elevation which would be dismantled to allow new build construction. The retained

1880s elevations would be repaired, and new windows would be whilst installed to the 1880s and 1801 facades that reflect the existing. This would yield beneficial impacts. The 1801 north elevation was substantially altered, and large window openings/narrow brick piers were inserted as part of the Percy Brothers' conversion to a printing works in c1900-3. This is likely to become unstable during temporary retention work, once the structure behind is removed. The vegetation needs to be removed and the brickwork needs to be repaired and repointed and the triangular wall head strengthened., The north gable would be dismantled and reconstructed like-for-like.

The single-storey sheds to the east, north and west would be demolished. The c1860s ground floor perimeter wall on Cambridge Street/Gloucester Street would be reconstructed and opened-up. The opening-up of the perimeter wall and the landscaping would yield beneficial impacts.

The need to rebuild the perimeter wall, the requirement to insert a number of full-height openings to provide pedestrian access, and to provide access for large-scale machinery during the construction phase would cause adverse impacts.

As part of the reconstruction of the wall all original bricks would be carefully salvaged where in good condition and set aside and would be reconstructed to the original design using traditional lime mortar. The newly created openings would be finished with weathered Corten steel sheet to their reveals.

The public realm would provide the opportunity to see and appreciate the remaining parts of the building's facades and would enhance the appreciation of this intimate part of the city and integrate the site with the River Medlock, and First Street.

Contribution to Setting of Listed Buildings from Hotspur Press

The impact of the demolition and whether this would preserve or enhance the setting of listed buildings needs be assessed under S66 of the Planning and Listed Buildings Act. This needs to be considered alongside the relevant policies within the NPPF, Core Strategy, saved UDP policies and Places for Everyone as set out elsewhere in this Report.

- Former Cotton Mill On West Side Of Junction With Cambridge Street (Mackintosh Mill): The Hotspur Press makes a low contribution to the appreciation and understanding of the listed mill as part of a grouping of 19th century former mills.
- Chorlton New Mill and Attached Chimney, Chorlton Old Mill, Mill On North East Corner Of Junction With Chester Street: Hotspur Press makes a negligible contribution to the appreciation or understanding of the listed mill complex, as this is only glimpsed in the immediate setting of the mill.

- Manchester South Junction And Altrincham Railway Viaduct : Due to the close proximity, and the glimpsed views of the site under the railway viaduct bridge, Hotspur Press makes a low/medium contribution to the appreciation and understanding of the listed bridge.

Hotspur Press makes no contribution to the appreciation and understanding of other potentially affected listed buildings due to their distance and in the case of Cambridge Mill, orientation of the chimney stack and Chorlton Mill.

Impacts on Setting from Demolition

Viability and the overall case to Support the proposed level of Demolition

The principle of a taller building and demolition of substantial elements of the Hotspur Press was accepted through the previous consent in 2020. The retention and restoration of the most historically valuable elements of the Hotspur Press involves significant abnormal costs but are a key component of the proposal in terms of planning balance.

A detailed viability report has been made publicly available through the Councils public access system. This has considered a number of options to deliver a viable development whilst retaining the elements which are the most valuable in terms of heritage significance. These were as follows:

- the extant permitted residential scheme (ref: 120635/FO/2018) in the current market;
- the alternative uses that would be acceptable in planning terms (office, residential and hotel uses) if delivered within the envelope of the extant permitted scheme;
- the aforementioned range of alternative uses if delivered within the footprint of the proposed PBSA scheme.

Options b and c were appraised for a range of heights and 12 options in total were considered. The assessment demonstrated that the proposed quantum of accommodation, and the proposed level of demolition was the only financially viable option to deliver a development of the quality required in this prominent location, in the current market. All other options would result in a loss.

Consideration of the Merits of the Proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission. Decisions should accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner

appropriate to their significance. Of particular relevance to the consideration of this application are paragraphs 195, 201, 202, 203, 205, 206, 207, 209 and 210.

The NPPF (paragraph 205) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should be clearly and convincingly justified. However, there is also a requirement to take account of the desirability of putting heritage assets to viable uses consistent with their conservation (paragraph 203 NPPF).

The weight to be given to the impacts on the Hotspur Press as a NDHA, needs to be considered in the context of the site's relative value as set out above, the impacts on the setting of the listed buildings from the demolition proposed and the wider impacts on the setting of listed buildings. The development presents an opportunity to enhance context and character. This viable use would enhance the area.

The proposal would largely retain the elements of the site that contribute to its value as an NDHA, along with key parts of its relationship with the River Medlock. It would preserve and restore the most historically valuable parts of the site and meet the test in paragraph 195 of the NPPF, to conserve the building in a manner appropriate to its significance.

Any harm to the significance of the setting of the adjacent listed buildings requires a clear and convincing justification (paragraph 206 NPPF). The site's current condition has a negative impact on that setting and the contribution of Hotspur Press to that setting is negligible to medium and the site could and should be improved. The setting of adjacent listed buildings would remain distinctive and would not be fundamentally compromised. There would be no impact or a neutral impact on heritage assets in 4 views in the TVIA, a beneficial impact in 1 and a moderate adverse impact in 1. The loss of elements of the Hotspur Press would have both positive and negative benefits on the setting of adjacent listed buildings. Adverse impacts are limited and localised and the harm would be less than substantial. As there would be an incidence of adverse impact that would result in less than substantial harm, paragraph 207 of the NPPF requires the harm to be weighed against the public benefits including securing its optimum viable use of the site. With respect to the loss of parts of the NDHA it is an exercise of balance (paragraph 209 NPPF) rather than weighing against the public benefits.

Public benefits could be anything that delivers economic, social or environmental progress as described in the NPPF (para 7). The public benefits of the proposal would include: -

Environmental Benefits (including Heritage Benefits)

- Retention and sensitive repair and restoration of principal east elevation of the 1801 mill building and curved 1880's façade and retention of the original c1902 Percy Brothers signage as a key feature;

- Opening-up of the ground floor perimeter wall to allow visual and physical connection to First Street;
- Landscaping on the site of the former sheds to the north, with some elements retained to provide a loggia providing of shelter.
- Enhancement to the setting of some listed buildings through the removal of a derelict site and reinstatement of the street block;
- Delivering a more pedestrian friendly environment with future potential to enhances connections with other regeneration areas;
- Establishing a strong sense of place putting a site which has a negative effect on the townscape, back into viable, active use;
- Reinvigorating this space to contribute to the area positively and contribute to an animated streetscape across the edge of First Street and the surroundings.
- Enhancing the quality of the architectural fabric of the City Centre;
- Responding to the local character and historical development of the City Centre, delivering a design which reflects and complements the neighbouring heritage assets and local context;
- Delivering a sustainable development with access to shops, services and transport, close to Metrolink, Oxford Road and Deansgate Station and bus links;

Economic Benefits

- Regenerating an underutilised site comprising vacant buildings to deliver economic activity;
- Supporting the City's growing economy, contributing to sustained economic growth, providing construction and end user employment and associated supply side benefits;

Social Benefits

- Provide full access to the building and to the public realm;
- Creation of place and increasing ground floor activity providing overlooking, natural surveillance and increasing feelings of security in the area;
- Encouraging active modes of travel while increased access to public open spaces create opportunity for physical activity, encouraging healthier lifestyles.
- Support the creation of strong, vibrant and healthy communities by providing associated public realm.

- Tree Planting will help to enhance the green characteristics on the site which will benefit from good connectivity, and recreational spaces for employees and local residents.

The benefits of the proposal would outweigh the level of harm caused and are consistent with para 208 and the balanced judgement required by para 209 of the NPPF. The proposal addresses the requirements of Section 66 of the Planning Act in relation to having special regard to preservation of setting.

A viability report has been made publicly available through the Council's public access system. This forms part of the justification and balanced judgement required by paras 199, 200 and 203 of the NPPF and para 125 of the NPPF in relation to market conditions and is a material planning consideration. This has considered a range of building heights along with alternative uses in those same building envelopes and that previously approved. It has been independently assessed, on behalf of the Council, and the conclusions of that independent assessment have been verified by the City Council's Property Surveyors. This has concluded that the proposal is the only use and quantum of development that is viable. The proposal represents the only viable option that is capable of delivering the level of mitigation in the form of the public benefits set out above. The proposal would enhance the wider site and provide a worthwhile, suitable use but these can only be delivered through this scheme.

There are substantial public benefits which would outweigh the harm caused. The harm is necessary to secure those benefits, and to secure the site's wider potential in urban design terms.

The quality and design of the proposal would sustain the value of the key heritage assets. The retention and restoration of important elements of heritage value would enable continued and enhanced understanding of the former industrial setting of the adjacent Grade II listed Mills. The cumulative impact of the proposal would avoid any unmitigated conflict with the conservation of the designated heritage assets overall. The use would be consistent with its conservation and support economic vitality and make a positive contribution to local character and distinctiveness. The proposal would meet the requirements of NPPF, paragraphs 203 and 205.

The Visual Impact Assessment has demonstrated that the proposal would enhance the dilapidated character of the streetscape and introduce a sense of cohesion and address the site's historic lack of connectivity to Whitworth Street West and the river.

Based on the above there is on balance, a clear and convincing justification for accepting the level of harm from this development. Having given great weight to the conservation of the affected heritage assets and the setting of adjacent listed buildings, the impacts would clearly be outweighed by the public benefits.

The level of demolition of the Hotspur Press proposed is on balance acceptable and necessary to enable a viable use of the site whilst retaining elements which yield high and medium heritage interest in respect of buildings of low heritage status.

The proposal has been demonstrated to be the only form of development that would deliver a viable use that can unlock much needed investment.

Hotspur Press has deteriorated over time, but this is given minimal weight in line with paragraph 202 of the NPPF and the demolition is justified on the basis of the proposed design and the enhancements and public benefits which the proposal would deliver at the site.

The proposal would result in a neutral/negligible adverse impact in the Whitworth Street Conservation Area.

Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred. A condition would ensure that no demolition takes place until evidence of the contract for the redevelopment has been provided.

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context.

An assessment of daylight, sunlight and overshadowing has used specialist computer software to measure the amount of daylight and sunlight available to affected windows.

The assessment made reference to the BRE Guide to Good Practice Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2022). This is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. There is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

The daylight at Vita (PBSA) on First Street, 21-35 Whitworth Street West, 84-88 Great Bridgewater Street, The Assembly (Cambridge Street) and Macintosh Mills could be affected. Sunlight Impacts have been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south and sunlight levels within 21-35 Whitworth Street West, 84-88 Great Bridgewater Streets and The Assembly (Cambridge Street) could be affected.

The assessment has scoped out other homes due to the distance and orientation from the site. The BRE Guidelines suggest that homes have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

Consideration should be given to para 129 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards. The guidance suggests that hotels and student accommodation have a lower sensitivity to changes in daylight.

Where a building is close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels and how the proposal and cumulative developments would perform against the BRE targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests set out in the Guidelines relevant to this development are VSC (vertical sky component) and NSL (no sky line).

VSC considers how much Daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27% but reductions or changes of 0.8 times the former value would not be appreciable by an occupant.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this.

To assess whether the daylight amenity within a neighbouring room is likely to be adversely affected by a proposal, the BRE recommends an assessment of undertaken using the results of the above to assess the BRE and NSL targets in combination. This assessment has also been carried out to demonstrate the impacts of the proposal.

It is noted that VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary,

a higher degree of obstruction may be unavoidable and is common in urban locations.

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

Sunlight Impacts

For Sunlight, the BRE Guide explains that tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

BRE Targets

As set out above the Guidance states that a reduction of VSC to a window of more than 0.8 (20%) times or of NSL by 0.8 times (20%) does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 0.8 times (20%) are considered to be acceptable levels of tolerance.

The BRE compliance targets referred to below are aligned with the above levels of reduction.

Magnitude of Change

Conclusions about magnitude of change are based in the following: Large impacts occur when there is a reduction in excess of 40%, medium between 30 and 40% and small between 20 and 30% above the existing baseline.

Daylight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction:

84-88 Great Bridgewater Street

101/108 (93.7%) of windows would meet the BRE Target. Of the remaining 7 there would be a minor impact on 3 (2.7%), medium impact on 1 (1%) and a significant impact on 3 (2.7%). 62/62 (100%) of rooms would meet with the BRE NSL target. Looking at the VSC and NSL assessments in combination as per the BRE Guidance any changes in daylight amenity (VSC & NSL) to 59 of the 62 rooms would be fully BRE compliant.

One or more of the windows serving the remaining three rooms have very low (0.2% to 9.7%) existing VSC values. This means that the 0.1% to 2.2% actual changes in VSC caused by the proposals present themselves, when expressed as a percentage of the baseline values is unlikely to be noticeable to the occupants of the three rooms. As 3 rooms would be fully BRE compliant in NSL terms. The magnitude of change within these rooms would be small.

21-35 Whitworth Street West

38/56 (68%) of windows would meet the BRE Target. There would be a minor impact on the remaining 18 (32%). 56/56 (100%) rooms would meet with the BRE NSL target.

Looking at the VSC and NSL assessments in combination as per the BRE Guidance any changes (VSC & NSL) to 38 of the 56 rooms would be fully BRE compliant.

The windows serving the remaining 17 rooms would experience changes in VSC which are between 0.1% and 8.6% greater than the BRE recommended 20%. All 18 rooms would however, be fully BRE compliant in NSL terms. The magnitude of change on daylight amenity within these 18 rooms is therefore considered to be small.

The Assembly

336/427 (79%) of windows would meet the BRE Target. There would be a minor impact on the remaining 42 (10%), medium impact on 21 (5%) and major impact on 28 (6%) 330/355 (93%) of rooms would meet with the NSL target. There would be a minor impact on 7 of the remaining rooms, medium impact on 7 and major impact on 11.

Any changes in daylight amenity (VSC & NSL) to 272 of the 355 rooms assessed would be fully BRE compliant and the effect on the daylight would be negligible.

37 of the remaining 82 rooms would experience changes in VSC and/or NSL which are minor.

Eight of the 46 remaining rooms have two windows, one of which is a small secondary window facing the site which, by virtue of its location, has a restricted view of the sky and a low baseline VSC value. There would be small (no greater than 7.7%) changes in VSC to these secondary windows which, when expressed in percentage of baseline terms, mean that the magnitude of change in daylight to the rooms served by these secondary windows may be medium to large. With the larger and main windows facing away from the site, the change in all the rooms would be less than 1% in daylight distribution (NSL). The magnitude of change upon the daylight amenity in these six rooms would be small.

Some windows within The Assembly have a restricted view of the sky being located behind other blocks and windows being located to the rear of recessed balconies or below balconies.



Four rooms have two windows, one of which has a restricted view of the sky. These windows have low and non BRE compliant baseline VSC levels (17.2%). However, the retained daylight distribution would be between 76.4% and 79.2% of the room areas and the magnitude of change in these rooms would be small.

The windows to the remaining 34 rooms have a restricted view of the sky. This results in low baseline levels of sky visibility. Consequently, small VSC changes when expressed as a percentage of those low baseline values, suggest that the changes would have greater perceived impact than would actually be the case. They

suggest that the changes are of moderate or major adverse in significance when, in reality, the actual change is only minor.

Vita First Street

79/129 (62%) of windows would meet the BRE Target. There would be a minor impact on 50 (38%). 109/129 (84%) of rooms would meet the BRE NSL target. 109/129 (84.5%) of rooms would meet with the NSL target. There would be a minor impact on 17 of the remaining rooms (13.5%) and medium impact on 3 (2%). Any changes in daylight amenity (VSC & NSL) to 79 of the 129 rooms would be fully compliant. 47 of the remaining 50 rooms would experience changes in VSC and/or NSL which are minor. The magnitude of change upon the daylight amenity within these 47 rooms is small.

The windows to the 3 remaining rooms would experience minor VSC changes and moderate NSL changes. All the windows would, however, retain very reasonable VSC levels of between 17.4% and 19.3%. The magnitude of change on the daylight amenity in these 3 rooms would be small.

Macintosh Mills

157/157 (100%) of windows would meet the BRE Target. 96/96(100%) of rooms would meet with the BRE NSL target

Sunlight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction:

21-35 Whitworth Street

56 windows to 56 rooms were assessed and changes in sunlight to all would be fully BRE compliant. The magnitude of change would be negligible.

84-88 Great Bridgewater Street

97 windows to 61 rooms were assessed for sunlight. Changes in sunlight to 60 of the rooms would be fully compliant. The remaining room would experience a BRE compliant change to its APSH leaving it with 35% total APSH against the BRE recommended 25% and a change in winter APSH which leaves the room with 4% winter APSH compared to the BRE recommended 5%. The change in sunlight to this room is small.

The Assembly

168 windows to 119 rooms were assessed for sunlight. Changes to 101 would be fully compliant and the effect negligible. The magnitude of change to the sunlight in the remaining 18 rooms ranges from medium to large, which is due to the design of that building as set out above.

In view of the isolated number and location of the more materially affected rooms, the magnitude of change is considered to be small.

Overshadowing

Any shadows cast by the proposals would fall within approximately 180° of due north and the only area of potentially affected outdoor space is to the south so increased overshadowing to surrounding areas of outdoor amenity space would be negligible.

Sunlight, daylight and Overshadowing Conclusions

Some impact is inevitable if the site is to be redeveloped to an appropriate scale. Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context and it is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs. High density development such as this is not unusual in the City Centre.

It is considered that the impacts on 84-88 Bridgewater Street, 21-35 Whitworth Street, The Assembly, Vita are acceptable in a city centre context.

Solar Glare

The design includes strips of punched windows, so reflections are broken up by solid elements of the façade and are shaded by the window reveals. The site is not located on any major road junctions and is set back from the railway. Therefore, any solar glare effects are likely to be negligible in terms of impacts on vehicular traffic.

The site is set back from the railway line and the design would break up reflections. It is unlikely that the full solar disc could be reflected and any reflections that would occur would be unlikely to be considered an instance of glare. Network Rail have confirmed that they are satisfied on the basis of the proposals as currently designed that conditions would be no worse than they are currently.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and surrounding area. This has been modelled using wind tunnel testing which simulates the effect of wind combined with adjusted meteorological data from Manchester Airport. The assessment used the Lawson Comfort Criteria (which seek to define the reaction of an average pedestrian to the wind). The Lawson Criteria are well-established in the UK for quantifying wind conditions in relation to built developments and, although not a UK 'standard', the criteria are recognised by local authorities as a suitable benchmark for wind assessments. For the proposals the modelling included the landscaping proposals with existing surrounding buildings and vegetation in place.

Those affected include people using the public realm, users of outside seating at First Street North, the landscaped areas at The Assembly on and off site entrances, adjacent pedestrian routes and nearby bus stops. General thoroughfares are of medium sensitivity to pedestrian comfort, as users are not expected to dwell for significant periods in specific regions. Bus stops, building entrances and amenity spaces are of high sensitivity to pedestrian comfort.

Consented schemes within a 500m radius were included in the cumulative assessment, but not the baseline. The Baseline used existing buildings with the existing surrounds, including consented schemes under construction.

The assessment has informed design development, and the scheme has been amended and includes features that would mitigate unacceptable wind impacts. It concludes that with mitigation in place that there would be no wind safety risks. Ground level wind conditions would be suitable for the intended use, or would retain existing baseline conditions, for all thoroughfares, existing building entrances, proposed entrances, bus stops, spill out seating areas. There would be a possible exceedance of pedestrian comfort conditions and as such a negligible to minor adverse level of effect on the 3rd floor terrace. This is a private area and access can be managed according to the prevailing wind conditions. Conditions around the site will not be impacted by the inclusion of consented cumulative schemes. Adjacent amenity spaces should be suitable for a mixture of sitting and standing in summer.

Air quality

There are homes, businesses, a nursery and its play area which could be affected by construction traffic and dust. The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor because of surrounding roads. Emissions from the railway line and an adjacent commercial garage could impact on future occupiers. As such, occupiers could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

An air quality assessment (AQA) has considered changes to air quality during the construction and operational phases including impact on the nursery and play area. This is supplemented by a Dust Management Plan.

The AQA is a qualitative risk assessment based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014 and the potential effects during construction of dust and particulate emissions from site activities and materials movement has been assessed.

Construction activities could result in nuisance and or adverse health effects due to dust deposition, resulting in the soiling of surfaces; visible dust plumes and elevated PM10 concentrations from dust-generating activities on site.

The assessment of the air quality impacts of the completed scheme has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes

have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). Both the construction and operational impacts of the development on air quality have been considered.

The AQA confirms that mitigation measures are required during construction to minimise dust impacts as construction activities could cause nuisance and/or adverse health effects due to dust deposition resulting in the soiling of surfaces; visible dust plumes and elevated PM10 concentrations from dust.

The ventilation strategy would ensure that heating and cooling can take place without the need for windows to be open, with the exception of rapid ventilation to bedroom windows via casements behind perforated panel.

The impact on human health would be low and further minimised by dust suppression and other good practice which must be secured and implemented through the construction management plan condition. The AQA confirms that mitigation measures are required during construction to minimise dust impacts. Good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition. Heating, cooling and hot water provision would be provided by air source heat pumps.

The impacts on air quality once complete would not be significant. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives. Occupants would be exposed to acceptable air quality and the site is deemed suitable for the proposed use. There will be no emissions from the development, as it utilises an all-electric building services strategy.

110 cycle spaces are proposed. An Interim Travel Plan includes measures that promote the use of sustainable transport modes. All these measures would contribute to reducing reliance on the private car and limit adverse impacts on air quality.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of adjacent noise on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable. The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to minimise disruption. A Construction Management Plan should be a condition and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse.

Following mitigation construction noise is not likely to be significant. Acceptable internal noise levels can be achieved with relatively standard thermal glazing and ventilation.

TV and Radio reception and Broadband

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services.

Multistorey flats and/or commercial property are located from 150m to 1km of the site. The signal strength in this range was recorded as good. A reduction in signal strength is possible based on the proximity to the development and the height of receiving aerials; however, effects may not be noticeable considering existing blockages from buildings and the baseline signal strength. Beyond this distance, significant effects are not predicted due to the current signal strength. No requirement for pre-emptive mitigation has been identified.

Post-construction any impact on reception should be investigated. If there are any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

Mitigation for impacts from tower cranes could be mitigated by repositioning crane jibs or arms, this could be controlled by a condition.

Existing broadband infrastructure and good connectivity is already available in the area.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and HE guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable

Crime and Disorder - The increased footfall, additional residents and improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues – The acceptability of the loss of parts of the NDHA are discussed above. The application site occupies the projected course of a Roman road from Manchester to Buxton, together with former elements of Medlock Mill that are likely to survive as below-ground remains and warrant further investigation. A condition would secure archaeological investigations of the site.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure –

No designated sites were recorded within a 1km radius from the site. Three non-statutory Regionally Important Geology designated sites are within a 1Km radius

from grid. The closest is 480 metres west. No direct or indirect impacts are predicted via encroachment on either Statutory or non- Statutory designated sites.

Vegetation on site is sparse and limited to species able to cope with nutrient poor substrates and disturbed ground. Cracks in hardstanding and at the base of walls and cracks in brickwork have been exploited by self-seeded vegetation including buddleia, hairy bittercress and occasional elder.

The site lies within a priority area for black redstart. There is no evidence to suggest that black redstart have nested at the site in more recent years, but it is suitable for nesting and foraging habitats. Habitat improvements are proposed for black redstart with a biodiversity roof on the fourth floor. 5 nest boxes for black redstart, log piles, and specifically designed planting to discourage species known to be detrimental to black redstarts are proposed.

The buildings offers a high level of bat roost suitability and surveys have confirmed that it is being used by common pipistrelle bats for roosting or as a place of shelter. The building is a resting place for protected species (bats) under the Conservation of Habitats & Species Regulations (Amendment) (EU Exit) 2019. A protected species mitigation licence will be required from Natural England. This is a material planning consideration in relation to terms the derogation tests required by the Regulations.

The derogation tests are: -

- the activity is for a certain purpose;
- there's no satisfactory alternative that will cause less harm to the species;
- the development does not harm the long term conservation status of the species;

In terms of the first two tests, it is in the public interest to build a new PBSA and to regenerate this derelict economically inactive site. The proposal is the only viable development that can be delivered.

In terms of the 3rd test GMEU have confirmed that the mitigation presented in the Bat Activity Survey Report is industry best practice and is highly likely to be acceptable to the licensing body Natural England.

No impacts are predicted on major foraging lines or commuting corridors subject to a lighting strategy being implemented to ensure no splay onto the Medlock corridor. Mitigation measures could include bat boxes in the building. The integration of the bat boxes and the implementation of a suitable lighting strategy would be proportionate mitigation for the low numbers of common pipistrelle using the building.

There is no requirement for the provision of Biodiversity Net Gain Statement as the application was submitted prior to the legislation coming into effect. However, a Biodiversity Net Gain (BNG) Report and BNG matrix confirm that the total baseline biodiversity units for the site were calculated at 0.00 habitat units, as no linear units or watercourse units, or irreplaceable habitats are present on the site. As the proposals would incorporate tree planting, a green roof and other ground level planting a net gain of 0.16 habitat units will be achieved, representing a 100% net

gain. These elements and bat and bird roost boxes would be secured via a condition and would increase opportunities for habitat expansion leading to greater ecological value.

Waste and Recycling - A waste management strategy details how waste would be managed. It considers the potential refuse and recyclable waste volumes, including potential organic waste in accordance with the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00.

The basement refuse store would be accessed from the proposed loading bay. Students would segregate waste in their accommodation and bring to the waste store. Waste would be collected via a private regime. The management staff would move the bins out on collection days to the dedicated area.

Environmental Health consider the waste management arrangements to be acceptable subject to it being managed by a Commercial Waste Operator and this arrangement would be secured via a S106 agreement.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) – The majority of the site is in Flood Zone 2 and a small portion adjacent to the River is in Flood Zone 3a with a greater than 1 in 100 annual probability of flooding.

The site is in a critical drainage area in the Council Strategic Flood Risk (SFRA) where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding, As the development is primarily for residential use, it is identified as 'More Vulnerable' for flood risk purposes. The sites' location in Flood Zones 2 and 3, requires the application of the Sequential Test (and where applicable the Exception Test) as outlined in the NPPF and NPPG. The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites in areas with a lower risk of flooding.

This brownfield site is a long-standing regeneration City Council priority and could accommodate high density PBSA which would contribute positively to the Council housing land supply. There are no other reasonable sites in this location capable of delivering that level of PBSA and the associated public benefits. The site is listed as 'Hotspur House' in the Development Viability Assessment contained within the Level 1 Strategic Flood Risk Assessment (SFRA). In the assessment, the site is considered suitable for residential/office use subject to detailed review of site layout and design with regard to flood risk.

A Flood Risk Assessment (FRA) has been submitted in support of the application which states that as the above exercise constitutes a sequential test for a development of the same type as that proposed and there has been no significant change to the level of flood risk which could affect a subsequent test's outcome, a further sequential test is not required for the development as part of this FRA.

The submitted FRA identifies minimum floor levels to mitigate fluvial flood risk associated with the River Medlock.

The NPPF states that if it is not possible for development to be located in areas with a lower risk of flooding, the exception test may have to be applied. The need for the exception test will depend on the sites potential vulnerability and that of the proposal. The proposed use and the sites flood risk status mean that the site is classed as more vulnerable and therefore the exception test has to be applied (para 169 NPPF). The application of the exception test should be informed by a site specific flood risk assessment. To pass the exception test it should be demonstrated that:

a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and

b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall (paragraph 170 NPPF).

Both elements of the exception test should be satisfied for development to be allocated or permitted (paragraph 171 NPPF).

More vulnerable developments in Flood Zone 2 are not in themselves unacceptable. Mitigation has been provided in respect of the finished floor levels based in the FRA data as set out above. Residential accommodation is situated from the 1st floor upwards and less vulnerable uses are at ground floor and in the basement. In terms of part (a) the public benefits would be significant and meets the requirements of that part of the Exception Test.

Physical and management measures that would provide flood resistance and resilience have been provided that would ensure users would not be vulnerable in the event of a flood to address point b. The EA have objected as the applicant has not provided sufficient information to demonstrate to meet this part of the test. Additional mitigation measures that have been suggested including flood windows or damp-proof membranes/brick jointing in the basement. The detailed structural design should include flood mitigation measures and exclude flood water, with alterations made to these measures where they are shown to negatively impact the building's structural stability. Further measures include clearly marked internal escape routes from basement to ground floor in event of flooding, flood-resilient fit-out materials; electrical points, service meters, boilers above the flood level; and non-return valves on foul drainage to prevent backflows of foul water into foul water appliances during flood events.

Notwithstanding the above the EA do not consider that it is appropriate to deal with these matters through pre-commencement conditions. Therefore, the recommendation is predicated on the definitive resolution of these issues and the withdrawal of the EA's objection prior to any approval being issued which would allow part (b) of the exception test to be met in line with the NPPF requirements as set out above.

A surface water drainage scheme is required. The green infrastructure would provide sustainable measures to manage surface water. Final details of the surface water drainage scheme are to be agreed by condition. The application has been assessed

by Flood Risk Management Team who have raised no objection to the proposal on the basis of conditions to agree final details of a drainage scheme.

Contaminated Land - A Phase I Desk Study has been prepared based on desktop / published sources, a site walkover and preliminary sampling and analysis and a Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy has been developed. The remediation strategy is acceptable. Records indicate that the site was bombed but only by devices not designed to penetrate the ground. Given this there is not considered to be any source of Unexploded Ordnance (UXO) hazard to the site. For this reason, the probability of a UXO encounter is considered to be Low.

Aerodrome safeguarding - There are no safeguarding issues.

Accessibility/ Inclusive Access— The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible. The proposal would be fully accessible. There is level access into the entrance lobby. All floors would be accessible by lift. An accessible parking space would be provided and there are a further 28 spaces in the First Street MSCP. There are 2 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street.

6 student rooms would be accessible and fitted out on completion. A further 32 could be delivered by adapting 2 cluster bedrooms as per demand and over 6% of rooms could be fully accessible. The layout and fitout of these rooms would comply with the relevant guidance including Approved Document M. All accessible rooms are located along wheelchair accessible routes from the vertical circulation cores, with 1300mm wide in communal corridors.

Fire safety - The HSE has not raised any concerns but has made a number of comments. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. The issues raised in this instance are matters that should be addressed through building control and are not land use planning issues. The applicant has responded to these comments and the issues are being considered early in the design process as a result of the consultation at Gateway one. Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and subsequent supplementary information will be a condition.

On this basis it is considered that that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

Local Labour – A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Construction Management – Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management

measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Response to Objectors Comments

The majority of the points raised by objectors are covered above however the following is also noted:

- This a brownfield site and any development could cause the same or similar impacts to neighbours during construction.

CONCLUSION

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

It has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it would not be unusual for this urban context, can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The proposal would develop a derelict site in urgent need of investment within the Corridor. It would provide much needed high quality PBSA. The new building would be sustainable with high quality materials and elevational treatment and addresses street frontages. Others benefits include job creation and public realm improvements.

There would be some harm caused to heritage assets but this would be less than substantial and would be outweighed by the public benefits. Some historic fabric of the NDHA would be lost but significant components would be retained and refurbished. Investment is required at the site and a balanced judgement is required regarding the fabric lost.

The proposals are considered to be acceptable and would, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, meet the tests set out in paragraphs 195, 201, 202, 203, 205,206,207, 209 and 210.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

Recommendation - minded to Approve subject to a S106 to secure affordable student housing and commercial waste disposal, removal of the EA's objection and agreement that the development meets the requirements of paragraph 171 (b) of the NPPF in relation to the exception test.

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Dwgs (--)852 REV P4, (--)854 REV P1 and (--)853 REV P1;

(b) Dwgs (--) 000 REV P7, (--)00M REV P7, (--)0LG REV P7, (--)002 REV P7, (--) 003 REV P7, (--)004 REV P7, (--)005 REV P7, (--)006 REV P8, (--)018 REV P8, (--) 026 REV P8, (--) 029 REV P4, (--)037 REV P4, (--)037R REV P4, (--)201 REV P7, (-)202 REV P7, (--) 203 REV P7, (--) 204 REV P8, (--) 301 REV P7, (--) 302 REV P5,

(--) 303 REV P6, (--) 450 REV P4, (--) 452 REV P3, (--) 454 REV P4, (--) 458 REV P1, (--) 464 REV P1, (--) 900 REV P5, (--) 900B REV P1, (--) 900U REV P1, (--) 901 REV P3, (--) 902 REV P3, (--) 903 REV P4, (--) 904 REV P3, (--) 921 REV P4, (--) 925 REV P4, (--) 926 REV P4, (--) 927 REV P4, (--) 928 REV P4;

(c) Landscaping 13910-011 P3, 1391-012 P3, 1391-013 P3, 1391-211 P3, 1391-213 P3, 1391-213 P1, 1391-401 P1, 1391-402 P1, 1391-500 P2, 1391-G502 P3;

(d) Hotspur Press Schedule of Accommodation 12-04-24 stamped as received on 18-04-24;

(e) Heritage Statement Rev E, by SLHA stamped as received on 10-05-24;

(f) Air Quality Assessment 784-B050197 26th March 2024 and Indoor Air Quality Plan - Hea 02 27-03-24 by Tetra Tech stamped as received on 09-04-24;

(g) Daylight & Sunlight SOLAR GLARE ASSESSMENT The Hotspur Press, Manchester by GIA 05-04-24 stamped as received on 09-04-24;

(h) Gateway One Fire Statement Hotspur Press, Manchester by Bureau Veritas stamped as received on 12-12-2023 and Fire statement form stamped as received on 09-04-24;

(i) HOTSPUR PRESS PBSA TRANSPORT STATEMENT by Curtins Ref: 084456-CUR-XX-XX-T-TP-00001 Revision: P07 Issue Date: 09 April 2024 stamped as received on 09-04-24;

(j) Energy Strategy Report 26/03/2024 by AE Applied Energy stamped as received on 09-04-24;

(k) Flood Risk Assessment Rev P04 by Civic Engineers stamped as received on 14-05-24;

(l) Hotspur Press 784-B050197 Waste Management Strategy by Tetra Tech stamped as received on 09-04-24;

(m) Construction Methodology and Façade Retention Sept 2023 stamped as received on 09-04-24;

(n) HOTSPUR PRESS, MANCHESTER Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy by LKK stamped as received on 09-02-24;

(o) Preliminary Ecological Appraisal (PEA) Survey Report and Bat Activity Survey Report by Estrada Ecology stamped as received on 12-12-23;

(p) Black redstart mitigation strategy by The Environment Partnership stamped as received on 12-12-23;

(q) Student Management Plan for Hotspur Press, Manchester November 2023 by Fresh stamped as received on 12-12-23;

(r) Socio-economic Regeneration Impact Statement Hotspur Press, Manchester by Turley stamped as received on 12-12-23;

(s) Terrestrial Television Baseline Survey Report by Pager Power stamped as received on 12-12-23;

(t) Structural Appraisal, Condition and Proposals Report by Civic Engineers stamped as received on 12-12-23;

(u) Archaeological Desk-based Assessment by Salford Environmental Consultancy Issue V1 stamped as received on 12-12-23;

(v) Broadband Connectivity Assessment by Pager Power stamped as received on 12-12-23;

(w) Hotspur Press. Manchester. Manner. SUSTAINABILITY STAGE 2 REPORT - CIRCULAR ECONOMY STATEMENT REVISION 03 - by Hoare Lee stamped as received on 12-12-23;

(x) Interim Travel Plan Rev P07 by Curtins stamped as received on 09-04-24;

(y) Crime Impact Statement Version D 04/03/24 stamped as received on 09-04-24;

(z) Student Move in Move Out Strategy and Management Strategy for Food and Parcel Deliveries as detailed within sections 3.3.21 to 3.2.37 of the HOTSPUR PRESS PBSA TRANSPORT STATEMENT by Curtins Ref: 084456-CUR-XX-XX-T-TP-00001 Revision: P07 Issue Date: 09 April 2024 stamped as received on 09-04-24;

(aa) ES Volume 1 Main Text: 2. Approach to EIA 3. Site Context, 4. Development Specification 5. Consideration of Alternatives, 6. Topics which are Not Significant, 7. Townscape and Visual Impact, 8. Built Heritage, 9. Climate Change, 10. Socio-Economics and Human Impact, 11.Noise and Vibration, 12. Wind, 13. Daylight, Sunlight and Overshadowing, 14. Flood Risk and Drainage, 15. Assessment of Cumulative Effects.

(bb) ES Volume 2 List of Appendices

Appendix 1.1: Statement of Technical Competence Appendix 7.1: TVIA Figures Appendix 7.2: TVIA Viewpoint Photos Appendix 8.1: Heritage Statement Appendix 9.1: Embodied Carbon Appraisal Results Appendix 9.2: Annual Operational Carbon Results Appendix 11.1: Noise Survey Details Appendix 12.1: Wind Microclimate Appendix 13.1: Daylight, Sunlight and Overshadowing Drawings Appendix 13.2: Daylight, Sunlight and Overshadowing Modelling Results Appendix 14.1: Flood Risk Assessment and Drainage Strategy

(x) ES Volume 3 -Non Technical Summary

all stamped as received on 09-04-24

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, H12, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19 and DM1 saved Unitary Development Plan policies DC19.1, DC20 and DC26.1 and Places for Everyone Policies JP-Strat 1, JP-Strat 2, JP-S2, JP-D5, JP-S6, JP-S7, JP-H3, JP-H4, JP-G9, JP-P1, JP-P2, JP-C1, JP-C4 and JP-C7

3) The demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

4) No demolition, (in respect to the historic building investigation only) , relating to the historic building investigation shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design that has been submitted to and approved in writing by the local planning authority. The Project Design shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - a. an historic building investigation (Level 4) of all standing historic buildings or structures that are to be removed or altered (including the building's facades) during the course of the development
 - b. archaeological evaluation trenching (to take place following the demolition of the extant buildings to slab level only, and prior to any remediation or development works)
 - c. pending the results of the above, targeted open-area excavation
2. A programme for post-investigation assessment to include:
 - a. production of a final report on the results of the investigations and their significance
3. Deposition of the final report with the Greater Manchester Historic Environment Record

4. Dissemination of the results of the archaeological investigations commensurate with their significance, including provision for the installation of permanent information panels
5. Provision for archive deposition of the report and records of the site investigation
6. Nomination of a competent person or persons / organisation to undertake the works set out within the approved Project Design

Reason: In accordance with NPPF Section 16, Paragraph 211 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

5) Before the installation of any scaffolding or supporting structure relating to the retained façade, a methodology and specification for any associated scaffolding and support structure for the facade including its location, means of affixing to the building, location of any associated fixings to the building, details of how the building fabric would be protected from potential damage as a result of the erection of the scaffolding and details of making good to the building fabric following removal shall be submitted to and approved in writing by the City Council as local planning authority. No development shall commence unless and until the above details have been agreed.

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

6) Prior to any demolition the following shall be submitted to and approved in writing by the City Council as Local Planning Authority:

(a) A Facade Retention Strategy and Methodology which needs to be based on a comprehensive structural survey of the building to ensure the facade retention is fully designed to ensure full retention and support of the retained elements of the proposals. A quality control / risk management strategy should be included to ensure a robust approach to protecting the heritage asset during the works.

The above shall include details of supports, fixings, restraint and building protection including monitoring, risk mitigation measures and vibration control.; and

(b) Details of any associated temporary enabling works that impact on the asset to include the removal of any vegetation which could cause structural issues.

All of the above should be prepared with input from a conservation accredited engineer

Reason - In the interests of visual amenity and because the proposed works affect a non designated heritage asset and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies SP1, DM1 and EN3 of the Core Strategy.

7) Notwithstanding the details as set out in condition 2 above and no demolition shall commence unless and until final details (including where appropriate specification and method statement) of the following has been submitted to and approved in writing by the City Council as Local Planning Authority:

- (a) Interface details between new and retained elements;
- (b) Based on the full building recording, details of the key features of the facade that will need reinstating.
- (c) Based on full recording, details of the rebuilding of the ground floor screen wall to the highway.;
- (d) Detail on how the building materials included the ground floor screen wall to the highway will be recorded, removed and carefully stored and protected for reuse.
- (e) Detail on how the North Wall will be recorded, removed and carefully stored and protected for reuse; and
- (f) Details of the paint removal from the ground floor screen wall to the highway prior to dismantling

Reason - In the interests of visual amenity and because the proposed works affect a non designated heritage asset and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies SP1, DM1 and EN3 of the Core Strategy.

8) Notwithstanding the details approved in condition 2, prior to commencement of the repair and refurbishment of the retained building elements a full survey and details of all repairs and reinstatement and making good works and a full detailed repair methodology for each item of work and a detailed repair specification shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and because the proposed works affect a non designated heritage asset and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies SP1, DM1 and EN3 of the Core Strategy.

9) Notwithstanding the details approved in condition 2, prior to commencement of the reinstatement works to the area where the staircase is to be removed full details of the works (including how new brickwork would be bonded in) shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and because the proposed works affect a non designated heritage asset and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies SP1, DM1 and EN3 of the Core Strategy

10) Notwithstanding the details approved in condition 2, prior to commencement of the installation of new windows, details of the new windows within the retained building facades shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of visual amenity and because the proposed works affect a non designated heritage asset and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies SP1, DM1 and EN3 of the Core Strategy

11) No demolition of the existing building fabric on the site shall commence unless and until a Demolition Method Statement/ Management Plan(including a structural method statement for the retained elements and a boundary treatment to the site during and following demolition) has been submitted to and approved in writing by the City Council as Local Planning Authority. This should include a quality control / risk management strategy to ensure a robust approach to protecting the heritage asset during the works.

and also include the following details:

- *Details of building protection;
- *How materials will be recorded, removed and carefully stored and protected for re-use (including for the North Wall and screen wall to the highway);
- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies SP1, DM1, EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

12) (a) Notwithstanding the details submitted with the application, prior to the commencement of above ground development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- *hand sized samples and specifications of all materials to be used on all external elevations;

- *drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and

- *a programme for the production of the full sized sample panels and strategy for quality control management; and

The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames

and

(b) Prior to above ground development submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle in line with S9.88 of the Hotspur Press, Manchester Environmental Statement December 2023 by Turley's

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

13) (a) The development shall be implemented in accordance with the HOTSPUR PRESS, MANCHESTER Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy by LK Group

b) A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the residential element of the scheme.

(c) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then associated parts of the development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation

Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

14) No development other than demolition works shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- *Parking of construction vehicles and staff; and
- *Sheeting over of construction vehicles.

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

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

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

15) Notwithstanding the documents detailed in condition 2:

(i) Prior to the commencement of above ground works a programme for submission of final details of the public realm works as set out within dwgs 13910-011 P3, 1391-012 P3, 1391-013 P3, 1391-211 P3, 1391-213 P3, 1391-213 P1, 1391-401 P1, 1391-402 P1, 1391-500 P2, 1391-G502 P3 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

(a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, where detailed design allows bat boxes and brick, bird boxes and areas of sensitively designed lighting provide opportunities areas within the site for use by bats and moths.

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;

(d) Details of how surface water from the public realm would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(e) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, temporary gates, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(f) Lighting around and within the site (which includes for consideration of older and disabled people and any biodiversity features installed for bats) and how it has been designed to increase opportunities for roosting bats;

(g) A management and maintenance strategy for the public realm and who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintenance of provision of access for disabled people.; and

(h) A strategy for the reuse of building artifacts within the building and public realm.

The detailed scheme shall demonstrate that it complies with Accessibility and Age Friendly principles.

(ii) Details shall then be submitted in accordance with the above programme; and

(iii) The approved details should be completed within 3 months of occupation.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

16) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being first occupied.

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

17) Notwithstanding the details as set out within the Flood Risk Assessment Rev P04 by Civic Engineers stamped as received on 14-05-24 no development other than demolition shall take place until a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and (where appropriate) infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

Where surface water is connected to the main river, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of proposed flows and/or new connection will suffice.

Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.

A finalised drainage layout showing all components, outfalls, levels and connectivity.

An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.

A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

Construction details of flow control and SuDS elements.

A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

18) Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 17 shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

- *Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings.

- *Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

- *Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

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

19) The PBSA accommodation hereby approved shall be operated in accordance with the Student Management Plan for Hotspur Press, Manchester November 2023 by Fresh stamped as received on 12-12-23 or in accordance with a revised Student Management Plan submitted to and approved in writing by Manchester City Council as Local Planning Authority (where required).

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

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

20) Notwithstanding the details within the Noise and Vibration chapter within the Environmental Statement stamped as received on 09-04-24

a) Prior to above ground works an Addendum Report to finalise the details of the scheme for acoustically insulating the proposed residential accommodation against noise from the nearby road network and any nearby commercial premises shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site.

The potential for overheating (level 2 assessment) shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved with windows closed:

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The approved noise insulation scheme and vibration mitigation measures shall be completed before any of the dwelling units are occupied.

b) Prior to first occupation of the PBSA bedspaces, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, and to reduce the potential for overheating pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21) The development hereby approved shall be carried out in accordance with the Hotspur Press 784-B050197 Waste Management Strategy by Tetra Tech stamped as received on 09-04-24 (as agreed within the S106 agreement that accompanies this approval)

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

The approved details shall be implemented and remain in place for as long as the unit is in use.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

22) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

23) Prior to commencement of
(a) the approved demolition works; and

(b) the construction of the PBSA development

details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The document shall be implemented as part of the construction of the development and will be reviewed periodically

The Report will confirm the following:

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

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

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

24) Prior to occupation of the PBSA a scheme for the acoustic insulation of any plant including externally mounted ancillary equipment, lift equipment, substation and any emergency plant associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation of the PBSA. The approved scheme shall remain operational thereafter.

The approved details shall be implemented and remain in place for as long as the above uses are operational

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

25) Prior to implementation of any proposed lighting scheme (including on the terrace and external areas) details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

26) The development hereby approved shall be carried out in accordance with the Interim Travel Plan Rev P07 by Curtins stamped as received on 09-04-24;

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by building occupiers;
- ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;

- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting First Street, The Civic Quarter, ID Manchester and the Corridor and the City Centre; and
- vii) Details of how levels of cycle parking facilities are being monitored and can be enhanced if demand is exceeding supply up to a maximum of 25% provision on site.

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

27) Notwithstanding the Terrestrial Television Baseline Survey Report by Pager Power stamped as received on 12-12-23 if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

28) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday the times shall be confined to 10:00 to 18:00

The approved details shall be implemented and remain in place for as long as the development is in use (and any subsequent permitted changes of use)

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

29) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

30) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas of public realm during the hours that it is open to the general public and via the main entrances.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

31) The window(s) at ground level, fronting onto the public realm shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

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

33) Notwithstanding the details contained within condition 2 above prior to the first occupation of the PDSA a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

(a) Any modifications / improvements to the public highway or footpath on Gloucester Street / Cambridge Street

(b) Details of the service layby and disabled parking space as shown in dwgs (--) 000 Rev P6 and 853 Rev P4 and

(c) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and

(d) Evidence of the agreed amendments to TRO's associated with the above;

(e) The inclusion of a 2nd disabled parking space on Gloucester Street to be based on a survey of capacity within the existing left turn lane at the Whitworth Street junction.

shall be implemented and be in place prior to the first occupation of the PBSA accommodation and thereafter retained and maintained in situ.

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

34) The development shall be carried out in accordance with sections 4, 5,6 and 7 of the Crime Impact Statement Version D 04/03/24 stamped as received on 09-04-24;

The development shall only be carried out in accordance with these approved details and within 12 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure by Design accreditation

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

35) No doors (other than those designated as fire exits, access to the sub station, doors to plant rooms onto the maintenance access path around the back of the building and ground floor bin store shown on Dwg (--) Rev P7

shall open outwards onto adjacent public routes or highway.

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

36) The 124 cycle parking spaces and 6 short stay visitor spaces to be provided within the public realm as detailed within dwgs as shown in dwgs (--) 0LG Rev P7 and (--) 000 Rev P7 shall be in place prior to occupation of the PBSA

The provision shall be retained so long as the use is in place and enhanced as required by Travel Plan monitoring

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

37) Prior to the first use of the development hereby approved a external signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

38) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 20 The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

39) Prior to commencement of development a method statement and risk assessment in relation to the safe and ongoing operation of adjacent railway infrastructure during construction and operation, must be submitted to and approved in writing by the City Council as local planning authority

Reason : to ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway pursuant to policies SP1 and DM1 of the Manchester Core Strategy (July 2012).

40) Before any part of the development hereby approved is first occupied final details of the arrangements for Delivery (including take aways and parcels) and Servicing Management shall be submitted and approved in writing by the City Council as Local Planning Authority:

This should include details of final arrangements in relation to both refuse collection. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/ unloading.

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

Reason - In interests of highway safety pursuant to Policy DM1 of the Core Strategy

41) Prior to occupation of the PBSA development hereby approved, notwithstanding the detailed within the Student Move in Move Out Strategy as detailed within the HOTSPUR PRESS PBSA TRANSPORT STATEMENT by Curtins Ref: 084456-CUR-XX-XX-T-TP-00001 Revision: P07 Issue Date: 09 April 2024 stamped as received on 09-04-24 final details of that strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

42) In relation to site layout, water supplies for firefighting purposes and access for fire appliances, the development shall be implemented in accordance with the Fire Safety Measures set out in the Gateway One Fire Statement Hotspur Press, Manchester by Bureau Veritas stamped as received on 12-12-2023 and Fire statement form stamped as received on 09-04-24;

Reason

To ensure a satisfactory development pursuant to Policy DM1 of the Core Strategy and in accordance with the Fire safety and high-rise residential buildings Guidance August 2021.

43) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

44) Accessible rooms shall be carried out in accordance with Dwgs Proposed Level 01& 02 Plan (--)002 Rev P07, Proposed Level 03 Plan - Clusters and Terrace (--) 003 Rev P7 . Any additional provision shall be constructed as and when required in line with drawing Potential Cluster - Accessible Studio Conversion Dwg (--)464

The approved details shall be implemented and be in place prior to the first use of the and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the accommodation is accessible to all pursuant to policy DM1 of the Manchester Core Strategy (2012).

45) The student accommodation element of the development hereby approved shall be used as purpose built student accommodation (PBSA) (Sui Generis) and for no

other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) (including serviced apartments/apart hotels, non term time use by students or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights).

Reason - To ensure that the accommodation is used solely for the intended purpose - student accommodation and to safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

46) Air quality mitigation shall be implemented in accordance with Air Quality Assessment 784-B050197 26th March 2024 and Indoor Air Quality Plan - Hea 02 27-03-24 by Tetra Tech stamped as received on 09-04-24;

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy

47) Prior to use of the external level 03 roof terrace area commencing details of the hours of operation to be supported by a noise impact assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

48) Prior to occupation of the commercial unit as indicated on drawing (--) 000 Rev P7 the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

A Management Strategy for patrons and control of any external areas. For the avoidance of doubt this shall include:

- *An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

- *Details of a Dispersal Procedure

- * Mechanism for ensuring windows and doors remain closed after 9pm

- * Details of management of storage of any external freestanding furniture

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained. The approved details remain in place for as long

as the unit is in use (and any subsequent permitted changes of use under Class E or F)

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

49) Before use of the ground floor commercial use as shown in dwg (--) 000 Rev P7 hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E or F)

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

50) (a) Before use of the ground floor commercial unit as shown on dwg (--) 000 Rev P7 commences a scheme for acoustically insulating each unit to ensure that there is no unacceptable level of noise transfer from these units to the residential accommodation above shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

(b) Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E or F)

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

51) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the ground floor commercial unit as shown in dwg (--)000 Rev P7 shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy of each unit and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance or documents which superseded this guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

52) Prior to occupation of the commercial unit a scheme for the acoustic insulation of any plant including externally mounted ancillary equipment, lift equipment, substation and any emergency plant associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority for each of (a) and (b) and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

The approved details shall be implemented and remain in place for as long as the above uses are operational

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

53) The commercial unit, as shown on drawing (--)000 Rev P07 shall remain as one units and shall not be sub divided without the benefit of planning permission being secured.

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

54) Prior to above ground works commencing, final details of the design of the louvres to any areas other than level 37 shall be submitted to an approved in writing by the City Council as local planning authority.

Reason - In the interest of ensuring the louvres are appropriate in terms of visual amenity and design quality pursuant to policies SP1, EN1, and DM1 of the Manchester Core Strategy (2012).

55) The commercial unit, as indicated drawing (--)000 Rev P07 can be occupied as (Use Classes F(e), F2(a)(b) and E(b))only and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

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

56) Prior to occupation of the commercial unit, details of the location of the 3 cycle parking spaces associated with the commercial unit shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason: Pursuant to Core Strategy Policies EN16, SP1 and DM1

57) Prior to the installation of any building lighting details of how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to and approved in writing by the City Council as Local Planning Authority.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

58) Work shall not in any circumstances commence unless the Local Planning Authority has been provided with either:

A licence issued by Natural England pursuant to Regulation 55 of the Conservation for Habitats and Species Regulations 2019, authorising the specified development to go ahead;

Or

Evidence that the site is registered on an appropriate bat 'low impact' licence (CL21)

Or

A statement in writing from the relevant licencing body or the LPA to the effect that it does not consider that the development will require a licence.

Reason - In order to ensure appropriate mitigation is agreed in order to mitigate against the impact on bat habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 138805/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Planning Casework Unit
Network Rail
Sport England
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Strategic Development Team
Neighbourhood Team Leader (Arboriculture)
Heritage & Urban Design
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
Greater Manchester Pedestrians Society
The Arch Co
Manchester Metropolitan University
University Of Manchester
Active Travel England
Civil Aviation Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
The Arch Co
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management**

**Strategic Development Team
Work & Skills Team
City Centre Renegeration
Heritage & Urban Design
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Civil Aviation Authority
Natural England
Active Travel England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Greater Manchester Geological Unit
Manchester Metropolitan University
University Of Manchester
Network Rail
Planning Casework Unit
Sport England**

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

Representations were received from the following third parties:

Relevant Contact Officer :	Angela Leckie
Telephone number :	0161 234 4651
Email :	angela.leckie@manchester.gov.uk

