

Application Number	Date of Appln	Committee Date	Ward
136170/FO/2023	1 Mar 2023	1 June 2023	Deansgate Ward

Proposal Erection of 14-storey building comprising purpose-built student accommodation (PBSA) (Sui Generis) and ground floor Food Hall (Sui Generis Use), and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements (Plot 10B)

Location Land Bounded By River Street To The North, River Street And Vacant Lane To The East, Hulme Street To The South And Plot 10A Of The First Street Masterplan To The West, Manchester

Applicant House of Social 1 Ltd

Agent Mr Niall Alcock, Deloitte

Executive Summary

The proposal is for Purpose Built Student Accommodation with 576 student bedspaces in 5 and 6 bedroom clusters in a 14 storey development with a ground floor Food Hall (Sui Generis Use), there are 3 parking bays for disabled people nearby.

No objections have been received.

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is a highly sustainable brownfield site, close to public transport and walking and cycling routes. It is part of the First Street and Oxford Road Corridor SRF Areas. There would be active street frontages and the public realm would include trees and seating. The building would be sustainable, being low carbon and includes measures to manage surface water drainage and improve biodiversity.

Economic Benefits: The proposal would create employment during construction and permanent employment in building management and the Food Hall in a highly sustainable location. It would generate 425 full-time equivalent (FTE) during the 120 week built period, contributing c.£8.7 GVA to the economy. Once operational, it would support 30 FTE jobs and contribute c.£1.2m GVA to the local economy. Supply chain benefits would create more jobs. Local expenditure would increase during the construction phase and via the residents and users of the Food Hall. Spending by students would deliver an annual net additional local expenditure of £630,000.

Social Benefits: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Public realm improvements would improve legibility and activity on all sides of the site benefit residents and visitors.

Environmental Benefits: This would be a low carbon development in a highly sustainable location. It would be highly efficient and some of its energy needs would be from renewable technology. Any impacts on traffic and local air quality can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water runoff. The height, scale and appearance would respect the setting of adjacent listed buildings. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

Heritage: Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 199, 200, 202 and 203 of the NPPF and sections 66 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on amenity- The impact on daylight/sunlight, air quality, tv reception, noise and disturbance and wind conditions would be acceptable in the context of the site's location. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Member's consideration.

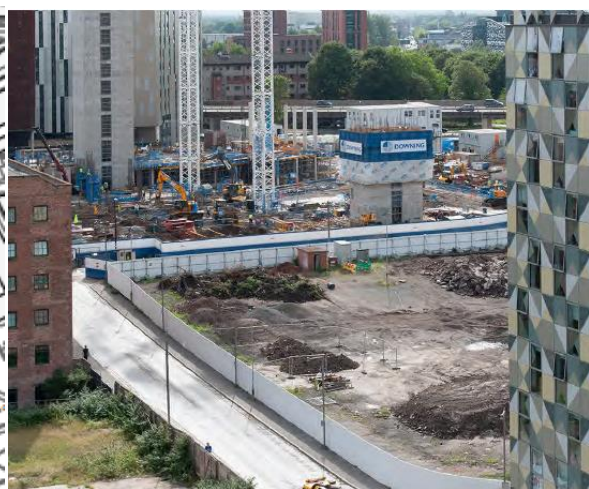
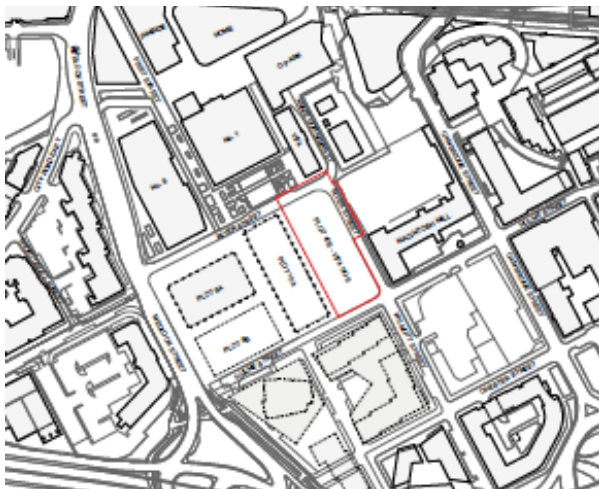
Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

This 0.3 ha brownfield site is in First Street and is bounded by River Street, River Street/ Wilmott Street/vacant land, Hulme Street, and Plot 10a of the masterplan.



The site has previously been used for organised outdoor events including Manchester Pride, which ended in August 2021. It is predominantly comprised of hardstanding with a minimal amount of vegetation. It slopes from the south-west to

the north-east towards River Street. There is no public access, but it can be accessed by vehicle via River Street; but this is restricted by a site hoarding around the perimeter and locked gates to north and south.

First Street Strategic Development Framework (the 'SDF') was last updated in 2018. This site is part of Plot 10 which is split into two plots: Plot 10a to the east (the 'Site'), fronting onto River Street; and 10b (the 'Site') to the east, fronting onto First Street. The site is in First Street Central. First Street North (FSN) contains HOME, offices extensive public realm and a multi-storey car park. To the east are former mill buildings including Macintosh Mill, Chorlton Mill and Cambridge Mill which are Grade II listed and have been converted to residential and office use. A 9 storey office building is under construction immediately to the west

A co-living scheme is being constructed at First Street South which comprises four towers of between 10 and 45 storeys. Beyond this is Parkway Gate and Medlock House student accommodation and the Mancunian Way.

The site is close to the Universities and a range of amenities including bars and restaurants, shops and offices. The closest residential properties are at Macintosh Mill, Chorlton Mill and Cambridge Mill and at Great Jackson Street.

The Site is not in a Conservation Area, but Castlefield Conservation Area is 400m to the west and Whitworth Street Conservation Area is 400m to the east. Listed buildings close to the site include Macintosh Mill, Mill chimney stack on west side of junction with Cambridge Street, Chorlton new mill and attached chimney, Chorlton Old Mill, Mill on north east corner of junction with Chester Street, Manchester South Junction and Altrincham Railway Viaduct, Chatham Mill, Rochdale Canal lock number 89 (Tib Lock), on south side of Havelock Mills, Manchester Oxford Road Station (including platform structures). These are all Grade II Listed.

The Site is close to all forms of public transport with Metrolink stops at Deansgate and St Peters Square and train stations at Manchester Oxford Road and Deansgate. Regular bus routes run along Medlock Street and Cambridge Street immediately adjacent to the site as well as the nearby Oxford Road.

The north east part of the Site is located within Flood Zone 2, whilst the remaining areas are located within Flood Zone 1. The site is within a Critical Drainage Area

Consent has recently been granted on the adjacent Plot 10a for the erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (floors 11 and 12) and other associated works including external amenity spaces (Plot 10A)(App ref no 136043/FO/2023).

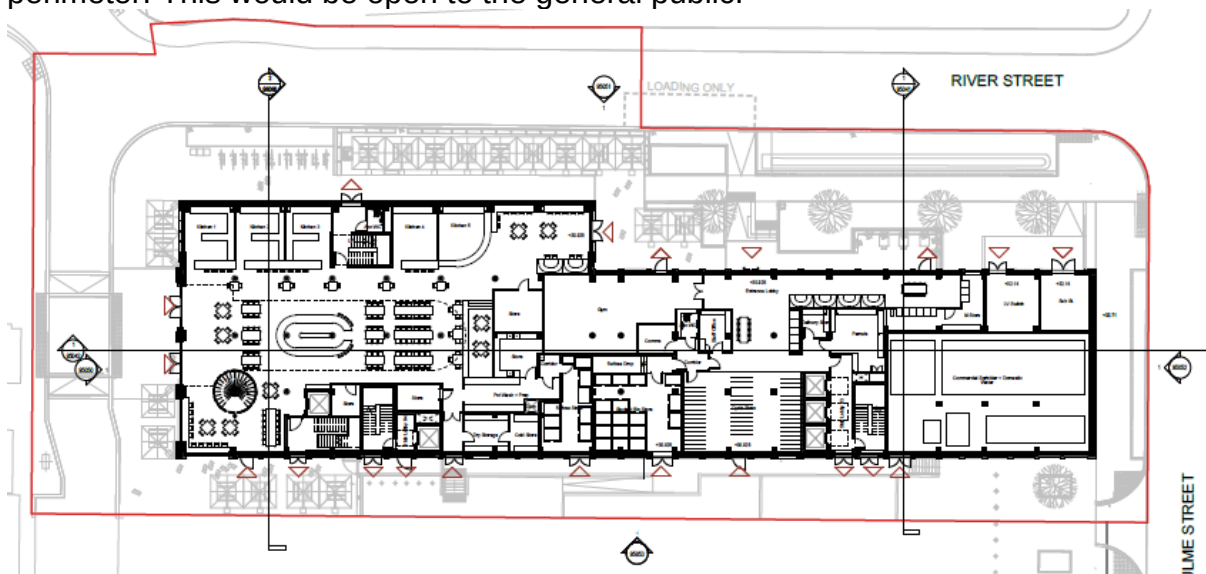
The Proposal

Planning Permission is sought for the erection of 14-storey building for purpose-built student accommodation (PBSA) with a ground floor Food Hall, plus external amenity spaces, public realm, secure cycle parking, access and servicing. It has been designed as part of Plot 10 which includes Plot 10a to the west.

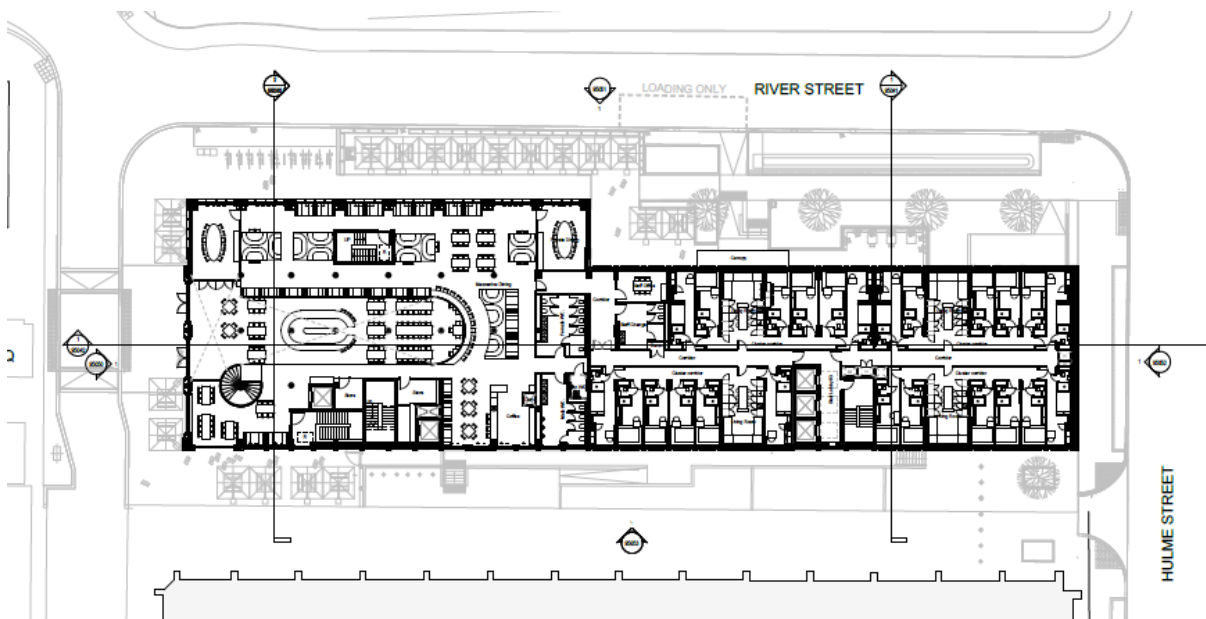
The development would operate under the applicants House of Social brand providing Build to Rent (BTR) quality apartments and amenity similar to that provided within their BTR Brand at Circle Square. It would provide 576 student bedspaces with 76 x six bed clusters and 24 x five bed clusters. 24 rooms would be reserved / adaptable for those with accessibility needs, with two rooms fitted out from the outset.

The development would include 86 affordable units /bed spaces (15%) to be provided under a nomination agreement to MMU.

The Food Hall would be on the ground floor facing the junction of River Street and River Street /Wilmott Street in a double height space with a mezzanine level to its perimeter. This would be open to the general public.



Ground Floor Layout



Mezzanine Level Layout

On River Street (Wilmott Street) there would be an entrance lobby to the student accommodation reception area and student amenity spaces including a gym, and

cycle store. There would be a direct connection from the reception to the Food Hall. Back of house functions such as laundry, parcel store and staff rooms would also be provided the ground floor as well as substations and building plant.

An air source heat pump and other building plant would be located at roof level.

Students would be able to rent bikes from the cycle store. The cycle store would provide 88 secure cycle parking spaces and 12 spaces would be provided for visitors in the public realm.

The building would target BREEAM Excellent. It would be all electric in terms of heating and other building services. Natural ventilation would be used as part of a mixed-mode approach and for most of the day, openable windows would provide natural ventilation in bedrooms and living rooms. This would be supplemented by a Mechanical Ventilation and Heat Recovery (MVHR) system which would prevent overheating and provide fresh filtered air at night and during noisy periods. Electrically powered air source heating pumps (ASHP) would provide heating.

A 24-hour management team would be responsible for managing the waste and recycling strategy on-site. Deliveries and servicing would take place from Hulme Street via a shared service zone with the office at Plot 10(a). The highway would be defined by low kerbs which vehicles can overrun.

The building would have a strong plinth formed of piers and arches. The facade would provide a contemporary expression of the surrounding mill buildings, with a repetitive facade and careful detailing. The building would have a tripartite subdivision with a regular elevational form. The ground and mezzanine floors would have tall arched openings with large areas of glazing, activating the street. The building would have deep reveals and an ordered façade and the upper floors would have slim pilasters and arched openings.

The elevations would be a mix of glazing within anodised window frames with anodised cills, red brick, including protruding flemish bond brickwork, curtain wall glazing with anodised frames, anodised spandrel panels and pre-cast concrete. Ventilation would be concealed in the recessed window heads.

The lower section of the building directly opposite Macintosh Mill has been set back so that no mass is proposed in the area covered by a restrictive covenant. The building footprint has also been constrained by service easements.

The public realm would open up a pedestrian connection along First Street to the south. A footpath would allow access between Plot 11 and the First Street Estate. A pocket square is proposed in space between Plots 10a and 10b to the north of the Site where it meets River Street and James Grigor Square. There would be a mix of hard and soft landscaping and include provision for Food Hall to spill out. Linear planting on River Street would include a rain garden that is part of the SuDS system. Hulme Street would be a paved street with trees. Overall, 15 trees are proposed.

The maximum height of the final building would be 46m above ground level.

28 parking spaces are available for disabled people in the First Street Q-Park multi-storey car park and 3 on street spaces are available on the northern side of River Street. The application is supported by a Framework Travel Plan.

A Move in and Out Strategy would encourage a spread of arrival times with booked time slots to avoid congestion. Students who arrive by car would be given information about local car parks before they arrive and would be advised to park away from the site in advance of checking in, to avoid the reception area being congested with members and luggage blocking the entrance.

Any external food delivery services would collect the food from the service yard. This would be monitored by front of house staff to ensure drivers / cyclists do not enter the front of the building.

The 2018 First Street masterplan envisaged that Plots 10a and 10b would comprise two offices on the northern and southern halves of the site. The current proposals have re-orientated the buildings, to occupy the western and eastern halves of Plot 10 in longer linear blocks. In support of this amendment to the plot layouts the applicants have stated the following advantages:

- Extension and retention of First Street along a single frontage;
- Availability of more diverse floorplates;
- The new north to south layout will allow the buildings to respond more sensitively to surrounding uses. The site is a narrow linear plot that is slimmer in width than standard residential or office block;
- Focus on public realm enhancement along the key routes of River St, Wilmott St and First St.

They consider that the new layout and mix of uses would allow the buildings to respond more sensitively to surrounding uses and help the legibility of the north-south connections.

In support of the application the applicants have set out the following benefits to First Street and the city Centre that would be delivered from the development:

- Delivery of new high-quality PBSA located within close proximity Manchester Metropolitan University and the University of Manchester. The product is designed to provide the same high-quality facilities offered in the private rented sector (BTR), but with the additional wrap-around care tailored to university students and as such the proposals are designed to help alleviate the pressure on the city centre private-rented sector.
- Through a nomination agreement with Manchester Metropolitan University (MMU), 15% of the beds (86 beds) included in the scheme will be priced at an affordable price point for MMU students, helping to meet the identified shortfall of spaces.
- A new food-hall will create a hub of activity within First Street Central, delivering vibrancy into the area as well as amenity to the local community.

- The development would contribute to a family of buildings in the heart of First Street which reflect the area's eclectic style whilst being sensitive to their surroundings;
- The development would support the near comprehensive completion of the central core of the First Street masterplan, including delivery of a next generation net zero carbon office building;
- The development would deliver a more sensitive transition between the modern, higher-rise First Street masterplan to the lower-rise converted mill buildings to the east; and
- Delivery of well-designed public realm and green infrastructure to: provide a central north-south spine through the SDF area; complete the east-west link along River Street; and provide southern enclosure to James Grigor Square.

MMU have provided a formal letter of support.

This planning application has been supported by the following information: Application forms and certificates and plans; Design and Access Statement; Planning and Tall Buildings Statement, Green and Blue Infrastructure Statement; Statement of Community Consultation; Heritage Statement; Noise Assessment Report; Archaeological Report; Environmental Standards Statement; Energy Statement; BREEAM Assessment ;Ventilation Strategy; Ecological Survey; Site Waste Management Strategy; 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; Food Hall Management Strategy; Student Residential Management Strategy; Landscaping Design and Access Statement (including Lighting Strategy); Local Labour Agreement; and Environmental Statement including Chapters on Air Quality, Climate Change, Daylight, Sunlight and Overshadowing, Human Health, Noise and Vibration, Socio-Economic Impact, Townscape and Visual Impact and Wind Microclimate

Consultations

Publicity – The occupiers of adjacent premises have been notified 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, as affecting a public right of way and as a public interest development. Site notices have also been placed adjacent to the application site. No representations have been received.

Historic England – Have no comments

Highways Services- Have no objections subject to conditions in relation to servicing, the operation of the service yard (including interim arrangements if Plot's a and b are not delivered at the same time), management of any take away service 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, hours of operation including external areas, air quality and the management of construction.

Greater Manchester Police (Design for Security) – No objection subject to the recommendations contained in the Crime Impact Statement being implemented.

Greater Manchester Ecology Group – No objection but recommend that a condition should secure biodiversity enhancement.

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

Environment Agency – No objections and recommend conditions relating to piling and contaminated land.

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

United Utilities – No comments received

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

Greater Manchester Archaeological Unit – Notes that below-ground remains of archaeological interest are likely to survive in the application area, including a section or channel of a former watercourse, probably the River Medlock, and buildings within adjacent marked plots south of the channel and back-to-back workers' housing, some of which may be cellared. A condition should require further investigation and recording.

Natural England – No objection

United Utilities – No comments received

Cadent Gas – No objection subject to the relocation of a proposed Totem Sign proposed on top of the IP Gas pipe. This has now been removed from the application.

Corridor Manchester – No comments received

University of Manchester – No comments received

Manchester Metropolitan University - 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 this is a highly accessible location and development here would reduce the need to travel by private car and support the sustainable development of the City and help to mitigate climate change.

S02. Economy The scheme would provide new jobs during construction and permanent employment and facilities 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 a good range of student accommodation in a highly accessible and sustainable location.

S05. Transport The development would be highly accessible, reduce the need to travel by private car and use public transport effectively. Sustainable transport networks would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

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

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be

provided in the City Centre up to 2027. The development would contribute to meeting the overall Core Strategy housing targets for the City Centre by providing purpose built housing for students 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 maximise the efficient use of land.

Policy CC7 (Mixed Use Development) – The proposal would have an active ground floor which would include a Food Hall with associated external spaces.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and in the building management and ground floor Food Hall following completion.

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 regeneration of First Street, broaden the range of housing within the City Centre and would be accessible.

Policy H1 Overall Housing Provision - The development would provide purpose built student accommodation in the City Centre. It would help to create a mixed use community and would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H12 Purpose Built Student Accommodation - the provision of new purpose built student accommodation will be supported where the development satisfies 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. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is 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 proposed developments 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 student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring 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 proposed development itself 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 purpose built student accommodation 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 include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

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

Policy EN1 (Design Principles and Strategic Character Areas) - The high quality design would enhance the character of the adjacent conservation area and the image of Manchester. The design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed in more detail below.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and conservation areas is discussed in more detail later in the report.

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 is not high quality in ecology terms and biodiversity enhancements are proposed.

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, and electric car charging provided. 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 development 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 will ensure the various waste streams are appropriately managed.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building along with associated impacts on amenity. These issues are considered full, later in this report.

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 proposal would not impact on any conservation areas

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

Saved Policy DC20 Archaeology – An archaeological desk based assessment concludes that there could be below ground remains. Further investigation and appropriate recording can be secured through a condition.

DC22 (Footpath Protection) - The development would improve pedestrian routes in the local area through ground floor activity and repaving.

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

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 Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

Manchester 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 (who include students) to have access to good quality accommodation across different types, tenures, and price ranges. The proposed development would go some way to contribute to achieving the above targets and growth priorities and would deliver 86 affordable rooms. 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. This set out that there is an increasing scarcity of land within the City Centre, including within the Oxford Road Corridor. As such, there is a need for the finite amount of land to be used strategically to support the economic growth of the Corridor.

The report goes on to highlight that there are an increasing number of international students who are typically choosing to live in the City Centre due to rising lifestyle expectations, property type and management; however, there has been a limited number of PBSA schemes delivered resulting in increasing pressure on the traditional rental market, coupled at a time with an increasing number of non-student 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.

The report references that whilst Policy H12 remains relevant, market changes, which have seen higher numbers of 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 being to primarily respond to affordability challenges, the need for PBSA, and the need to locate accommodation in close proximity to the higher education institutions.

The Report sets out policy proposals made with respect of the application of Policy H12 in ensuring that the right mix of student housing is delivered, in the right parts of the city, to meet the demands of the evolving student population and the wider 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 application has therefore been considered with respect of the above Reports.

First Street (SRF) and Masterplan (2018) – The original First Street SRF in March 2011 aimed to create a new business destination within 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 wider physical regeneration activity. An addendum to the SDF was endorsed in July 2020. Whilst the addendum is focused on the plots west of Medlock Street, it also reiterates the economic context of the regeneration area and the demand for office space in the city.

The SRF identifies three distinct areas: First Street North (FSN), First Street Central (FSC) and First Street South (FSS). Once completed, the area is expected to deliver up to 2.5 million sq. ft. of commercial space, 324,300 sq. ft. of retail, leisure and hotels, 1 million sq. ft residential development, 73,300 sq. ft. of civic, cultural and amenity space, 225,000 sq. ft of car parking and other uses. The area is identified as having the potential to support 10,000 jobs.

Plot 10b lies within First Street Central which is provisionally allocated for office space. However it is noted that as part of a wider mixed use neighbourhood the proposed PBSA and Food Hall would provide a complementary use that would bring a critical level of footfall to create dynamism and activity to this part of First Street outside of normal office hours within a part of the SRF that interfaces with an established neighbourhood. These factors when considered within the current context of the shortage of opportunities for further PBSA close to the Oxford Road Corridor, as set out above and in more detail later in this Report, suggest that a non office use could on balance be supported on this site.

The 2018 Framework updated the development principles for the First Street Central area of the masterplan, particularly Plots 9 and 10, to consider the potential for greater scale and density on these plots to ensure that First Street can meet the level of demand in the area and maximise its contribution to the City's economic growth. First Street's locational characteristics provide a unique opportunity to address PBSA demand through a mixed-use development whilst supporting the City's Economic Growth. The Proposed Development would support the overarching vision and objectives for the First Street area to be a dynamic mixed-use area that stitches

together Manchester's civic core with the educational and commercial uses in the Corridor, and capitalising on the large public investment in the First Street area to date. This is discussed in more detail later in this Report.

The proposed emphasis on the provision of public open space and enhanced connectivity through the site, will better support key design and development objectives noted in the First Street SRF. This reflects that proposals should include extensive, high-quality public realm and enhance connections towards the City Centre.

It is noted that the Development Principles and Design Principles set out within the 2018 document have been considered in designing the Proposed Development

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”.

Whilst the SSF identifies the essential role that surrounding neighbourhoods, such as First Street, 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 and Food Hall 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 BTR quality market facing

residential accommodation would meet the demands of some students for an enhanced the student experience. In addition, it would contributing to a more diverse retail, food and drink, culture and leisure offer across Oxford Road Corridor supporting stronger daytime and evening economies. 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 First Street Central. This seeks to establish a new office destination targeted at a range of commercial occupiers, providing the benefits of a highly accessible central but competitively priced city centre location. For reasons set out in the section of the First Street SRF and later in this Report whilst not delivering Office accommodation the proposals would be in keeping with the wider aspirations for this mix used neighbourhood.

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 office 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 February 2021. 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 81).

The proposal would generate it would generate 425 full-time equivalent (FTE) during the 120 week built period, contributing c.£8.7 GVA to the economy. Once operational, it would support 30 FTE jobs and contribute c.£1.2m GVA to the local economy.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive, and safe places (para 92). The proposal would be safe and secure. Cycle parking is provided. Disabled parking will be available in the wide First Street Estate including within the nearby Multi Storey Car Park. New public realm and green infrastructure would be provided.

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 105).

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 110).

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 111).

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 112).

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 113). 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 119).

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 120)

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 123)

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 124).

The proposal would re-use a brownfield site most recently used as an events space and previously as a temporary surface car 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 126).

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 130).

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 131).

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 promotes 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 134).

The design would be highly quality and complement the distinctive architecture within the area. The building would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

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 154).

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 157).

The buildings fabric would be highly efficient, and it would be use only electricity for heating and other building services. The landscaping scheme 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 sol, 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 183 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 appropriate remediated.

Paragraph 185 outlines that decisions should ensure that ne 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 186 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 pace during construction. There would be a travel plan and access to public transport encouraging alterative 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 194).

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 197)

In considering the impacts of proposals, paragraph 199 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 200 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 202 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 203).

The proposal would result in a degree of harm to heritage assets. 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.

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: - Construction Methodology and Phasing; - Sunlight and Daylight Assessment; - Wind Microclimate Assessment; - 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 the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current site condition as a cleared site.

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

The Scheme’s Contribution to Regeneration, Principle of Proposed Uses and Socio Economic Impact - Regeneration is an important planning consideration as the city centre is the primary economic driver of the region and is crucial to its economic success. The economy is expected to strengthen and diversify post covid

with high added-value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors.

There has been a significant amount of regeneration in this part of the City Centre over the past 25 years as a result of private and public sector investment. Major redevelopment has and continues to take place at First St and Great Jackson St.

The Oxford Road Corridor is the focus of higher education in Manchester, including the UoM, MMU and RNCM. The Site is approximately 5 to 10 minutes' from all of these higher education institutions. Manchester's centres of excellence in research and higher education have played a critical role in Manchester's economic growth. It is estimated that UoM and MMU's research and teaching create in excess of £5.3 billion for the UK economy, £2.1 billion for Greater Manchester and £1.2 billion for Manchester. In addition, it is estimated that the universities also support a further £945 million of economic impacts such as through student, staff and visitor spending. The universities also provide significant 'spillover' economic benefits, such as through supporting innovation and start-ups whereby research is turned into business growth, for example the Sustainable Materials Innovation Hub which places the use of graphene at its heart. Manchester graduates are one of the core assets underpinning a broad based, high skilled economy and the driving force behind some of Manchester's most valuable growth sectors in advanced manufacturing, health and life sciences. Manchester Universities have a high retention rate of students, with over 50% of students staying in the city after graduating.

Key to Manchester's ambition of developing a world class education hub is the city's ability to compete for students, resources, and quality staff in a highly competitive global market. Supporting further expansion in the Education Sector is of great importance to the future economic growth of Manchester and an important element of this relates to the city's residential offer, which has to be able to meet the expectations of students from home and abroad in neighbourhoods close to the universities and beyond. Thus the provision of an appropriate level, quality and range of supporting infrastructure is critical to delivering on the associated economic growth potential. The Executive Reports on PBSA which are detailed elsewhere in this Report identify the Oxford Road Corridor within which the application Site lies, as an appropriate location for such new PBSA where students have easy access to the city's university campuses.

The SRF indicates offices at the site but, this does not preclude other uses and the wider aims of the SRF to secure investment and drive positive change also need to be considered. The use of this Plot for PBSA would support the growth potential detailed above. The land available to capture growth in the Corridor is finite. This site could support economic growth and deliver added value through support for a stronger daytime and evening economies and improvements in connectivity and place making.

The proposal would complement the delivery of a next generation sustainable office building at 10a, supporting the commercial heart of First Street. Commercial uses represent over 50% of space within First Street and remain the predominant use envisaged by the SRF. The proposal would help to deliver a critical mass of high-

quality city centre uses and public realm and pedestrian improvements. Along with the delivery of 9 and 11, it would significantly transform a key area of First St.

The 2018 SDF envisages medium height development of up to 17-storeys on Plots 9 and 10 of First St. Indicative massing assumed that taller buildings would be located to the north (Plots 10a and 10b as originally laid out).

This is a highly sustainable location. It is anticipated that the proposal would generate 425 full-time equivalent (FTE) during the 120 week built period, contributing c.£8.7 GVA to the economy. Once operational, the proposal is anticipated to support 30 FTE jobs and contribute c.£1.2m GVA to the local economy. The applicant is committed into entering into local labour agreements with MCC to ensure the jobs created are for the people of Manchester.

There would be supply chain benefits leading creating more jobs. Local expenditure would increase during the construction phase and via the residents and users of the Food Hall. It is anticipated that spending by students accommodated here would deliver an annual net additional expenditure of £630,000 for the local area.

These proposals would deliver significant regeneration benefits. It would encourage better physical and visual engagement and integration with adjacent communities and along with the delivery of Plots 11 and 9 currently on site would establish a sense of place.

Principle of Purpose Built Student Accommodation (PBSA) and compliance with Policy H12

Whilst the proposal would deliver key outcomes and objectives within the First Street and Corridor Manchester regeneration frameworks, consideration must be given to policy H12 'Purpose Built Student Accommodation' which outlines key criteria which should be addressed.

The site is close to both universities and to Oxford Road and is well connected to and in close proximity to the University Campuses and would therefore satisfy the requirements of point 1 of Policy H12.

An Energy Strategy for Plot 10b has been submitted within this application and discussed below. It is considered on that basis that the proposal would meet the requirements of point 2 of Policy H12.

The principle of a high density development is consistent with the objectives for First Street. The proposed scale and massing is smaller than envisioned in the First Street SRF and would step back from residential properties to the east. The density would be appropriate. The site is highly sustainable and close to amenities and services, as well as public transport. The applicant's experience across their portfolio is that there is very little demand for car parking, especially where sites are centrally located close to amenities and the university campuses. All students taking up accommodation will be informed of the car parking limitations and restrictions in place and would be provided as part of the travel information pack sent to each student before the start of the academic year, along with details of the sustainable

travel opportunities for arrivals and departures. Students will be further encouraged to use sustainable transport greed as part of the Travel Plan and Student Management Strategy, and by the provision of free on-site bicycles. It is expected, therefore, that the proposal would not result in an increase in on-street parking in the surrounding area. It is considered therefore that the proposal would meet the requirements of point 3 of Policy H12.

The site has been vacant for many years and has a negative impact on the local community and creates a poor quality built environment. The proposal would improve the area, improve the perception of the City and improve the vitality and safety of the surrounding streets. First Street has been one of the City's key regeneration priorities.

The proposal would provide a mix of uses, including a food hall, which would enhance and complement existing services available to nearby residents and office workers. It would not dilute the overall commercially-led nature of First St. The Food Hall and public realm would create an active frontage to River Street helping to improve permeability. The public realm would complement public spaces and green and blue infrastructure in First St. The development would improve safety and security and safety in the area.

The SRF also highlights the need to diversify housing provision. The House of Social product caters to a currently uncatered for demand, providing high-quality BtR style student accommodation. It provides an alternative for those students who want to share with a small number of friends, with all the amenities found within a BtR scheme. This would help to return the traditional housing market to economically active households and reduce pressures on the traditional rental market.

It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

The development would incorporate measures such as a 24 hour concierge and would comply with the recommendations of the Crime Impact Statement and a condition should require Secured by Design accreditation. The site is vacant and without lighting or surveillance. Extensive lighting would be implemented throughout this development as well as CCTV cameras and improve safety and security. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The proposed blocks of 10a and 10b have been rotated 90 degrees in relation to the indicative block massing in the SRF. This has allowed the student accommodation to be pulled back from the residential community.

There should be no increased noise as a result of the PBSA use. The building would be subject to appropriate acoustic insulation levels and a Management Plan which could be a condition and ensure that the development would be well run and that its operation respects nearby residents.

Noise from the food hall would have a minor adverse effect on nearby residential properties and would be carefully managed with a robust operational management strategy and operating hours to be agreed with MCC. The proposal is supported by a

detailed management strategy consistent with the applicant's successful management of their wider portfolio, including the Vita student scheme on the opposite side of River Street. This includes measures such as 24-hr on site staff presence who will manage any disturbances.

The applicant is an established PBSA provider with an understanding of how to integrate PBSA developments into urban areas and they would design, build and operate the development. The main entrance on River Street would improve visibility and security and noise and disturbance would be minimised through of on-site security and concierge. Neighbours would be provided with a dedicated point of contact and telephone number to facilitate communication. Clauses regarding noise nuisance would be written into tenancy agreements.

Arrivals would be managed to ensure that student arrivals cause the minimum disruption to residents and highway operation. Students can arrive at any point from the tenancy start date, with most students arriving throughout September based on university start dates, which allows gradual fill of the building. Booked move in time slots allow for equal spread throughout the first few days The appointment system has been used at other student residences operated by Vita. There is a restriction to no more than 10 arrivals in any hour throughout the weekend.

Students who arrive by car with family and friends are given information about local car parks before they arrive, including the First Street Car Park. They are advised to park away from the Site in advance of checking in, to avoid the reception area being congested. Additional staffing resources are employed to manage the road congestion and to direct students quickly to their accommodation. The applicant would liaise with the local police and traffic management bodies and agree a strategy to avoid blocked roads and parking problems. The move-out period is managed in a similar fashion but busy moveout periods are unlikely as the students tend to move out over an extended period.

Unlike some other traditional halls of residence, residents would not need to remove all their belongings at Christmas and Easter, reducing traffic associated with the site as students are more likely to head home by train or coach.

It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

The site is vacant and does not contain any heritage assets. Impact on heritage assets in the surroundings have been assessed and it is considered that instances of less than substantial harm would be outweighed by the benefits of the development. It is considered therefore that the proposal would meet the requirements of point 7 of Policy H12.

The student residence will have a 24 hour management team which will be responsible for managing the waste and recycling strategy on-site. Student refuse is stored at ground level adjacent to the service yard. Students would take their waste via lifts to a ground floor refuse drop lobby where there would be chutes which deposit their waste into the bins. On collection day, the management team would move the refuse bins to the collection point. The waste generated through the

operation of the food hall would be collected daily by the Food Hall staff/cleaners and deposited in bins in the refuse store. The Waste Management Strategy demonstrates that the bin stores can accommodate the forecast number of bins provided that it is collected via by a Commercial Waste Operator and this would be secured through a legal agreement.

It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12.

The need for new PBSA to support the growth and changing demographic of student demand since the Core Strategy was adopted is acknowledged in recent committee reports. These reports confirm the Council's objective to locate new PBSA within the Oxford Road Corridor in close proximity to the city's universities.

This need for well-located PBSA has been further established by two appeal decisions at Deansgate South and Oakley, 188 Wilmslow Road.

Despite recent new PBSA provision which includes MMU's schemes at Archway, Downing's River Street Tower, Vita's Circle Square, Unite's Artisan Heights, and Mansion Students Mansion Point, it is acknowledged that there is a shortage of student accommodation in Manchester.

The growth in student numbers has coincided with increased pressure on Manchester City Centre's housing supply. Therefore, students choosing are reducing choice and potentially contributing to increased rents in the City Centre.

MMU have provided a letter of support with the application that there is a shortfall of bedspaces and First Street is ideally located to meet this need. They recognise the market demand for this product. The University would have nomination agreements to 15% of the beds (86 beds) included in the scheme and which will be priced at an affordable point for students. MMU also go on to recognise that Vita has an excellent approach to student wellbeing and pastoral care.

The above demonstrates that point 9 of Policy H12 is not considered relevant to this proposal.

The Applicant has a strong track record of delivery, including in Manchester with schemes at Circle Square, St. John's and First Street either under construction or complete and operating successfully. They are fully committed to bringing forward the site with a target opening year of the 2026/27 academic year. The Applicant has engaged a contractor subject to planning approval. It is considered therefore that the proposal would meet the requirements of point 10 of Policy H1

Accommodation and Affordability

Providing the right quality and diversity of housing, including affordable homes, is critical to economic growth and regeneration to attract and retain a talented workforce and critical to increasing population to maintain the City's growth. The Executive Reports detailed above recognise that the PBSA pipeline should include an affordable element accessible and provide facilities that contribute to student well-

being and pastoral care. The applicant has agreed to provide 15% of units at affordable rates, the delivery of which should be secured through a S106 agreement.

The overall mix would include traditional 5-6 bed cluster bedroom flats within each cluster there would be 2 rooms with private entrances but still with access to the communal space. Each unit would have an ensuite bathroom. The kitchens would contain a 4 ring hob, oven, built in microwave, fridge freezer, sink / drainer, worktop, bin and numerous base and wall units. All kitchens include an area of soft seating for occupants to eat and socialise outside their bedrooms. The ground floor Food Hall and gym provide further social space. A condition would require a management strategy and a management strategy for the public realm including the hours of operation to limit disturbance to the students as well as neighbouring residents. Openable vent panels would provide natural ventilation.

Given the above, it is considered that the proposal would provide student housing to a good standard and would include housing at an affordable rate.

Design and CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 14 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, the design parameters set out within relevant SRF's and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Principle of proposed height and design

Height in the area is mixed and includes large former mills with Macintosh Mill, Chorlton Mill and Cambridge Mill (all Grade II listed) and Hotspur Press on Cambridge Street. The south and south west are dominated by the Mancunian Way and PBSA which ranges from 8 to 18 storeys. On Plot 11 the co-living scheme under construction ranges in height from 10 storeys to 45 storey and beyond this is Great Jackson Street where large scale residential schemes are progressing.

The 2018 SRF supports buildings of up to 17 storeys on the site noting that an increase in scale and density will respond to the emerging spatial context around First Street and create a visual and functional connection between the edge of the City Centre and its core. The proposed height would represent a step down from Plot 11 and 10a towards Macintosh Mill.



The proposal would enhance the sense of place and respond to the massing, proportions, elevational subdivision, colours, and materials of adjacent buildings in a contemporary manner. It would pick up the regular size and rhythm of window openings and establish a plinth level.

It would have a tri-partite subdivision typical of the larger historic buildings. The materials and fenestration would differentiate the ground floor, the middle, and the top. It would create a sense of enclosure and define the street block. Whilst there are restrictive covenants in relation to height and distance between this development and Macintosh Mill the Food Hall would follow the historic back of pavement building line. A limited palette of high quality materials would be used.

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.

The proposal would improve the area and use the site efficiently. The design would respond to the surrounding context and the regular pattern of bays would reference a City Centre building typology. Deep piers would reflect the character of nearby historic mill buildings and brick detailing and concrete cill and header features would provide further interest. 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.

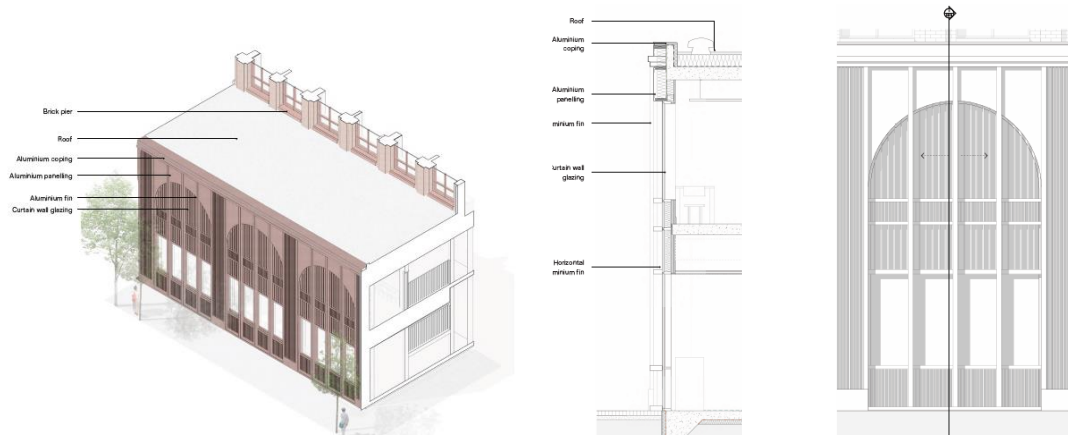
Design Issues, relationship to context and the effect on the Historic Environment.

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

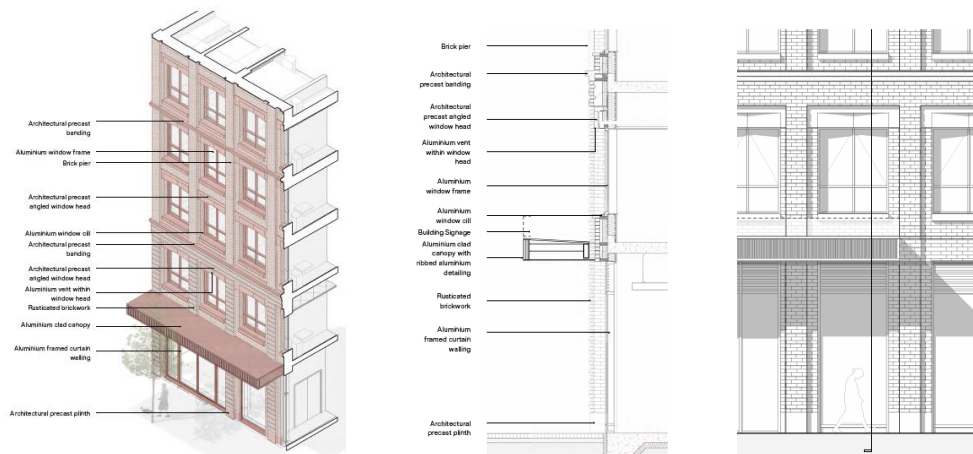
Architectural Quality

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 in First Street close to the historical mills to the East where red/brown brick is the main material. The red brick and concrete features would respond to and complement the context. A regular grid arrangement on the facades would echo the proportions of buildings. The building would have a tripartite sub-division and architectural elements would give the building character and depth. Entrances are demarcated by enlarged arched openings and architectural elements such as multiple stepped brickwork, referencing those of Macintosh Mill.

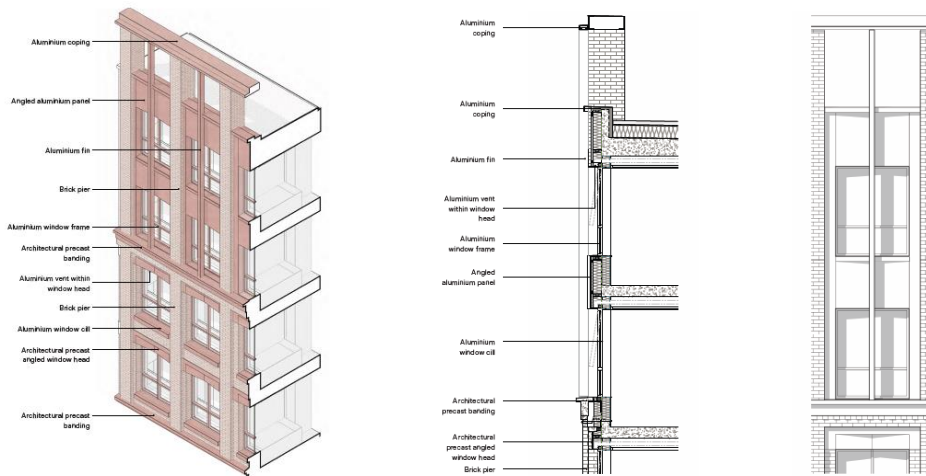


The building would have a strong 2 storey plinth formed of piers and arches which would ground the building at the human scale and maximise active engagement with the street. Stepped brickwork and articulated metalwork add detail and depth to the facade which can be appreciated at the human scale.

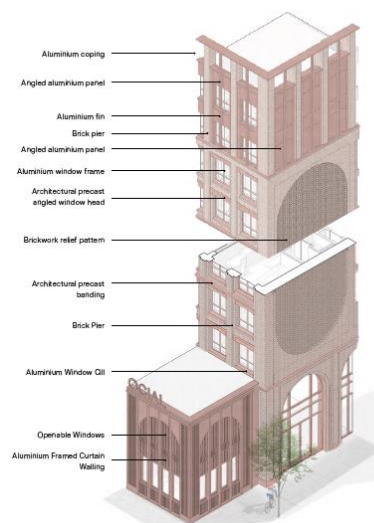


In the middle section the architecture references detailing prominent in the mill buildings. Secondary detailing such as the window reveals, string courses, expressive piers and decorative banding would provide depth. Layering of the facade is created through the use of aluminium detailing and architectural precast elements as secondary materials. Ventilation would be located in window reveals. Large, glazed openings to each room would be accentuated by an architectural concrete panel to the head and shadows from these would provide animation as the sunlight moves across the elevation. Piers are expressed through stepped brickwork detailing and extend over two floors. A horizontal string course stretches across the facade at the junction of each vertical pier. .

The top element would be visible from the wider range views. The materials would change with only the brick piers continuing up to parapet level. A warm tone of aluminium panels replaces the recessed brickwork in this area, articulated with slim aluminium pilasters.



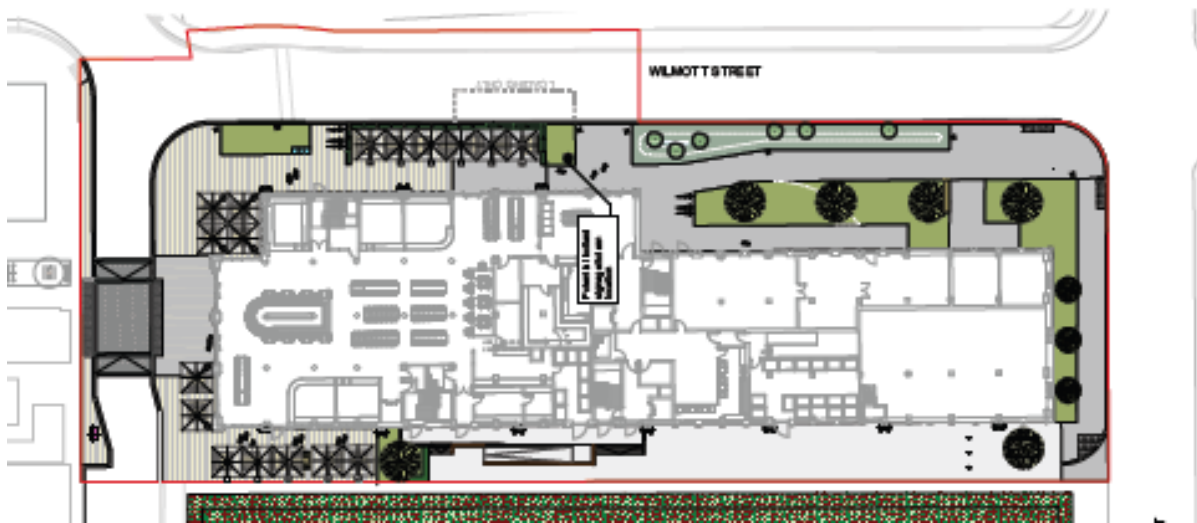
The elevation viewed from Tony Wilson Place would have a brickwork relief pattern, applied through protruding header bricks in a Flemish bond. This provides depth and relief and would provide visual interest. The articulation of the top crown is continued around to the upper floors of the gable elevations



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.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision)

This development would provide active frontage to River Street/ Wilmott Street and Hulme Street and would extend linkages in First Street. This would improve safety and passive surveillance and help to revitalise the area. It would enhance connections and in particular those to Hulme Park.



The food hall would spill out on the River Street junction which would wrap around to a less formal 'pocket space' forming a threshold and visual screen to the service yard. The hours of operation and management of this space would be a condition. 15 trees are proposed.

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. The range of technical expertise provided indicates that the design is technically 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.

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

The site is close to all sustainable transport modes including trains, trams and buses. The site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. The improvement to the public realm would enhance links to sustainable transport choices. A Transport Statement concludes that the overall impact on the local transport network would be minimal. A Travel Plan would make occupiers aware of sustainable options.

There are a number of multi-storey car parks close to the site and contract parking space is available at other local car parks. The closest Multi Storey Car Park has 700 spaces including 28 for disabled people. There are 3 existing on street parking bays for disabled people on the northern side of River Street between Medlock Street and James Grigor Square.

There would be 88 internal secure cycle parking spaces and 12 within the public realm. There are cycle stands for visitors at First Street including 28 spaces at James Grigor Square. A further 12 would be provided adjacent to the entrance.

Service access and taxi drop off would be from River Street. This access is shared with Plot 10a adjacent. Servicing and deliveries would be managed and coordinated with Plot 10a and First Street. It is anticipated that regular deliveries and servicing can be shared trips. Plot 10a incorporates an internal servicing bay which would ensure the servicing yard has easy access should for any reason there be two concurrent deliveries across both 10a and 10b. All drivers would be required to ensure they turn the engine off when not in use to minimise noise and carbon emissions.

Conditions would require details of off-site highways works, including 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.

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 responds to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

An Energy and Sustainability Statement assesses physical, social, economic and environmental effects in relation to sustainability objectives. It sets out the measures that could be incorporated across the lifecycle of the development 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.

Operational Carbon

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions (Part L 2010). The development would achieve a 23% improvement on Part L 2021. If Plot 10a was assessed using Part L 2010 there would be an improvement of 37.3%. A BREEAM pre-assessment demonstrates that the proposal can achieve an 'Excellent' rating.

The energy strategy is based on an all electric building system with Air Source Heat Pumps and with the infrastructure to allow the scheme to become a zero carbon over time as the grid decarbonises.

The scheme also proposes the following:

- Heat recovery to the student accommodation mechanical ventilation systems
- Low specific fan power ratings to ventilation fans
- High efficiency LED lighting throughout

- Demand operated lighting where appropriate
- Variable speed drives for any major pumping of ventilation plant
- Air source heat pumps to generate low carbon heating and hot water for the development

As the scheme design develops, the design team will ensure that the effects of climate change on the development are mitigated wherever possible as directed by Policy EN8 (Adaptation to Climate Change). As several of the targeted BREEAM credits, climate change would be considered in the design of the envelope and building services and the buildings will be future proofed where reasonably possible.

An assessment of the proposal in respect of Climate Change contained in the ES demonstrates how the design, as far as reasonably practicable, minimises GHG emissions, maximises the potential for adaptation to climate change in the future, and minimises the risk of loss of operational performance due to the impacts of climate change on interdependent infrastructure.

Embodied Carbon: Sustainable Construction Practices and Circular Economy

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 following measures would be included to minimise levels of embodied carbon at each design development stage as part of a Reduction Strategy.

- An Environmental Product Declaration will be sought for each material specified to assess the environmental life cycle impact, this will be carried out by a building life cycle assessment All materials will be responsibly sourced, including all timber, which is to be 'legally harvested and traded timber' and sourced in accordance with the UK government Timber Procurement Policy.
- Materials will be selected for their durability and resilience and materials making up key building materials will be assessed using the BREEAM calculator tool. Material efficiencies will be maximised. All architectural detailing would be assessed to ensure that materials are durable, robust and correctly detailed to prolong the building life span and avoid replacement
- As part of the BREEAM targeted credits a detailed Whole Life Cycle Analysis (WCLA) would be carried out modelling the main impacts of the newly specified superstructure, sub structure, hard landscaping and finishes during detailed design. Optioneering will seek to reduce the initial assumptions by incorporating low carbon, locally sourced alternatives as well as using low carbon construction techniques where appropriate.

This reiterative process as the design develops would minimise residual effects. The above measures would provide some mitigation for the minor / moderate adverse impacts in terms of Climate Change would be secured through a condition.

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

Effect on the Local Environment/ Amenity

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 potential heritage impacts are on the significance of designated and non-designated heritage assets, from development in their setting including the impact on the setting of Grade II Listed Chorlton new mill and attached chimney, Chorlton Old Mill, Mill on north east corner of junction with Chester street, Manchester South Junction and Altrincham Railway Viaduct, Chatham Mill, Rochdale Canal lock number 89 (Tib Lock), on south side of Havelock Mills, Manchester Oxford Road Station (including platform structures).

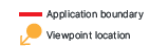
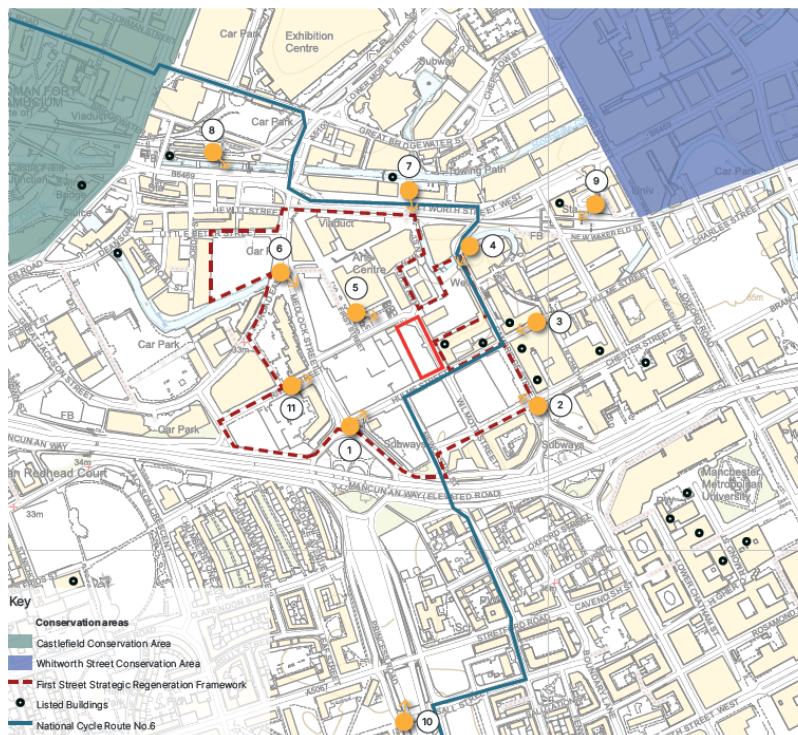
The scale is larger than some of the nearby tighter and lower rise urban grain but is consistent with the scale development in First Street.

The design was discussed widely at pre-application with stakeholders, including residents and Historic England. This proposal seeks to minimise harm to adjacent heritage assets.

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. When seen from radial approaches, the density of the city centre skyline is evident. 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' (GLVIA) Third Edition' (2013) – produced by the Landscape Institute (LI) and IEMA and Historic England Advice Note 4: Tall Buildings on 4 March 2022. This has analysed the impact on the townscape significance from 11 key views which also considered the site's wider heritage context. The impact on the setting of listed buildings in 5 of these views were assessed for heritage impact. In terms of the TVLA views 6, 7 and 8 are not discussed below as the proposal would not be visible. The TVLA has included consideration of changes to townscape, changes to urban grain, changes to building heights and changes to site character.



VIEWPOINTS

- | | |
|--------------------|--|
| FULL RENDER | Viewpoint 1: View from cycle/ footway on Princess Road roundabout looking north west, north from Mancunian Way. |
| FULL RENDER | Viewpoint 2: View from footpath/ local centre on Cambridge Street looking west to site and wider First Street development. |
| FULL RENDER | Viewpoint 3: View from Hulme Street looking south west adjacent to cluster of listed mill buildings and through wider First Street development. |
| WIRELINE | Viewpoint 4: View from Cambridge Street footway/ national cycle route looking south west to First Street development/ Listed Macintosh Mills. |
| FULL RENDER | Viewpoint 5: View from public square within First Street development looking south east. |
| WIRELINE | Viewpoint 6: View from Medlock Street adjacent to river Medlock - showing context of street, the wider First Street setting and gateway out of the city centre. |
| WIRELINE | Viewpoint 7: View from Whitworth Street West looking south through Listed viaduct arch to First Street development/ Listed Macintosh Mills. |
| WIRELINE | Viewpoint 8: Elevated view south from platform of Deansgate Tram Stop - over city skyline. |
| WIRELINE | Viewpoint 9: View from steps of Station Forecourt looking west over Grade II listed station buildings to city skyline. |
| FULL RENDER | Viewpoint 10: View from pedestrian space on Bonsall Street Bridge looking north over Hulme Arch to the city skyline beyond. |
| WIRELINE | Viewpoint 11: View from River Street looking east over Medlock Street. |

Chatham Mill, Rochdale Canal lock number 89 (Tib Lock), on south side of Havelock Mills, and Manchester Oxford Road Station (including platform structures) have been scoped out of the Heritage Assessment as these assets are not visible in views of the site.

View 1: Baseline | View from cycle/ footway on Princess Road roundabout looking north west from Mancunian Way.



View 1: Plot 10b photomontage | View from cycle/ footway on Princess Road roundabout looking north west from Mancunian Way.



View 1: Plot 10b + cumulative photomontage | View from cycle/ footway on Princess Road roundabout looking north west from Mancunian Way.



Baseline : This is an open view from the footway next to Premier Inn looking over Medlock Street. There are towers and mid rise brick Grade II listed mills. Construction works and future development plots at First Street are prominent. The value of the view is 'low' but it does form a key gateway into the city centre. The susceptibility to change has been assessed as 'low' as it is largely experienced by people travelling along Medlock Street, and the view is incidental to the journey. The overall sensitivity is 'low'.

Townscape Impacts: Plot 10b would be prominent until Plot 9 and 10a are built. The high quality design and architectural detailing would be visible and show the continuing regeneration at First Street. There would be a medium beneficial effect in this view and the significance of the effect would be minor.

Cumulative Impacts: There would be notable effects in all cumulative scenarios due to the extent of cumulative development within the view, close proximity to the viewpoint and to the development.

View 2: Baseline | View from footpath/ local centre on Cambridge Street looking west to site and wider First Street development.



View 2: Plot 10b photomontage | View from footpath/ local centre on Cambridge Street looking west to site and wider First Street development.



View 2: Plot 10b + cumulative photomontage | View from footpath/ local centre on Cambridge Street looking west to site and wider First Street development



Baseline: The high rise towers of Great Jackson Street and River Street are in the background. Ongoing construction is prominent indicating the transformation of the area. Surface parking is behind a tree lined footpath on the right. The view is framed by a student accommodation building on the left. The value of the view is 'low' and its susceptibility to change is as 'low' as it is largely experienced by people travelling along Medlock Street, and the view is incidental to the journey. The overall sensitivity of the receptor is therefore 'low'.

Townscape Impact: Very minor glimpsed views of the upper corner of Plot 10a will be visible above the treeline which would not change its overall character but would indicate ongoing development of First Street. The magnitude of effect is negligible, and it is considered that significance of effect would not be significant.

Cumulative Impact: There are likely significant effects in all cumulative scenarios due to the scale and massing of Plot 11.

View 3: Baseline | View from Hulme Street looking south west adjacent to cluster of listed mill buildings and through wider First Street development.



View 3 : Plot 10b photomontage | View from Hulme Street looking south west adjacent to cluster of listed mill buildings and through wider First Street development.



View 3: Plot 10b + cumulative photomontage | View from Hulme Street looking south west adjacent to cluster of listed mill buildings and through wider First Street development.



Baseline: Looking across First Street from Hulme Street and includes listed heritage buildings in the fore and midground, and contemporary buildings in the distance. The Grade II Listed Mill Chimney is visible. The value of the view is 'medium' due to the important cultural context and views to the chimney. Susceptibility to change is 'medium' as it contributes to the quality of the journey along Hulme Street due to the listed mill. Sensitivity is therefore 'medium'.

Townscape Impact: The proposal would form a contemporary element in addition to contemporary development in the backdrop. The listed chimney would remain prominent above the roofline of Plot 10a.

The proposal would contrast with the listed mill ensuring that the mill remains a focal element. The proposal respects the building line and street frontage and building form. It would signal the ongoing regeneration of First Street. The magnitude of effect would be small beneficial, and the effect would be minor significant.

Cumulative Impact: There would be partial views above the treeline. Views to the historic mill will be retained.

View 4 : Baseline | View from Cambridge Street footway/ national cycle route looking south west to First Street development/ Listed Macintosh Mills



View 4: Plot 10a photomontage | View from Cambridge Street footway/ national cycle route looking south west to First Street development/ Listed Macintosh Mills.



View 4 : Plot 10a + cumulative photomontage | View from Cambridge Street footway/ national cycle route looking south west to First Street development/ Listed Macintosh Mills.



Baseline : The foreground and mid-ground of the view is defined by buildings and structures of heritage value. In the background there are visible cranes of ongoing First Street South construction. On the right side the brick building of Hotspur House is framing the view. Tree cover screens more contemporary development to the right within the view, however this is likely to be more visible when the trees are not in leaf. The value of the view has been assessed as 'low' because it is not particularly important as a viewpoint. The susceptibility to change has been assessed as 'High' because the viewpoint is located on the National Cycle Route, and viewers are likely to be focussed on the townscape and sensitive to change. The overall sensitivity of the receptor is therefore 'medium'.

Townscape Impact: Partial views would be available above the treeline. Views to the historic mill would be retained. The partial views would signpost the new First Street Central neighbourhood and add a contemporary built element to the view. The magnitude of effect is considered to be small neutral and it is considered that significance of effect would be minor significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios due to the limited views of cumulative development.

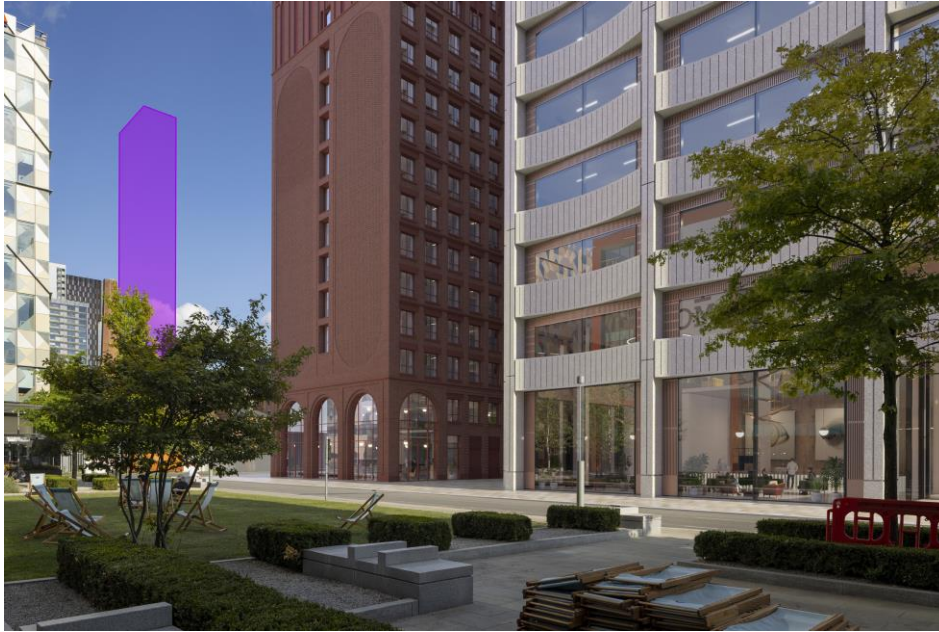
View 5 : Baseline | View from public square within First Street development looking south east



View 5: Plot 10a photomontage | View from public square within First Street development looking south east



View 5 : Plot 10a + cumulative photomontage | View from public square within First Street development looking south east.



Baseline : This is an open view from a square in First Street with Mackintosh Mill in the background. The built form is mixed with contemporary medium rise buildings and listed chimney stack/ mill buildings. The value is 'medium' because the square is a point where users will dwell and appreciate the view. The susceptibility to change is 'high' because users of the public space are likely to be focussed on the view.

Townscape Impact: There would be impacts on close-range views of the development from the square. Active uses at ground level and high quality landscape treatment would embed the development into the context.

The construction works would have a temporary adverse effect on the character and quality of James Grigor Square. The proposal would infill a void in the First Street and enclose and activate the square. The magnitude of effect is medium adverse, and the effect would be moderate significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios due to the limited views of Plot 11, and long-range views to Great Marlborough Street.

View 6: Baseline | View from Medlock Street adjacent to river Medlock - showing context of street, the wider First Street setting and gateway out of the city centre

The development would not be visible in this view.

View 7 : Baseline | View from Whitworth Street West looking south through Listed viaduct arch to First Street development/ Listed Macintosh Mills.

The development would not be visible in this view.

View 8 : Baseline | Elevated view south from platform of Deansgate Tram Stop - over city skyline.

The development would not be visible in this view.

View 9 : Baseline | View from steps of Station Forecourt looking west over Grade II listed station buildings to city skyline.



View 9: Plot 10a photomontage | View from steps of Station Forecourt looking west over Grade II listed station buildings to city skyline.



View 9: Plot 10a + cumulative photomontage | View from steps of Station Forecourt looking west over Grade II listed station buildings to city skyline.



Baseline: This is a key arrival/orientation point for people arriving by train. There are Residential blocks to the left and right and a mix of contemporary built form. First Street is in the distance. The value is 'medium' with some importance. Susceptibility to change is 'medium' as the open city skyline will be important to arriving travellers arriving. The overall sensitivity is 'medium'.

Townscape Impacts: There would be very minor glimpsed views of the uppermost portions of the building. The magnitude of effect is negligible neutral and the effect would not be significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios.

View 10 : Baseline | View from pedestrian space on Bonsall Street Bridge looking north over Hulme Arch to the city skyline beyond.



View 10: Plot 10a photomontage | View from pedestrian space on Bonsall Street Bridge looking north over Hulme Arch to the city skyline beyond.



View 10: Plot 10a + cumulative photomontage | View from pedestrian space on Bonsall Street Bridge looking north over Hulme Arch to the city skyline beyond.



Baseline: This is an open view from pedestrian bridge and Hulme Bridge is prominent in the foreground. Contemporary development is visible above the tree line. The bridge links Hulme to the University Campus. The value, susceptibility to change and sensitivity is 'medium'.

Townscape Impacts: There would no view / very minor glimpsed views of the uppermost portions of the building and the character of the view would be retained. The magnitude of effect is negligible neutral, and the effect would not be significant.

Cumulative Impact: There would be no significant cumulative effects in any cumulative scenarios.

View 11 : Baseline | View from River Street looking east over Medlock Street.



View 11: Plot 10a photomontage | View from River Street looking east over Medlock Street.



View 11: Plot 10a + cumulative photomontage | View from River Street looking east over Medlock Street.



Baseline: The towers form the backdrop to the view including No. 1 Cambridge Street, the Unite Student Residential tower and Circle Square. Macintosh Mill and Chorlton Mill are in the mid-ground. The site is construction site in the foreground.

Townscape Impact: There would be close-range views of the proposal on River Street. The magnitude of effect is medium beneficial with no significant effect.

Cumulative Impact: There would be significant effects in cumulative scenarios due to the scale and massing of Plot 9a and One City Road.

Overall the proposal would have a small beneficial effect on townscape character, urban grain, movement and linkages and public realm.

Heritage Impacts

Former cotton mill on west side of junction with Cambridge Street (Macintosh Mill) (Asset 1) – Grade II- Impact from views 4, 5 and 11

Baseline

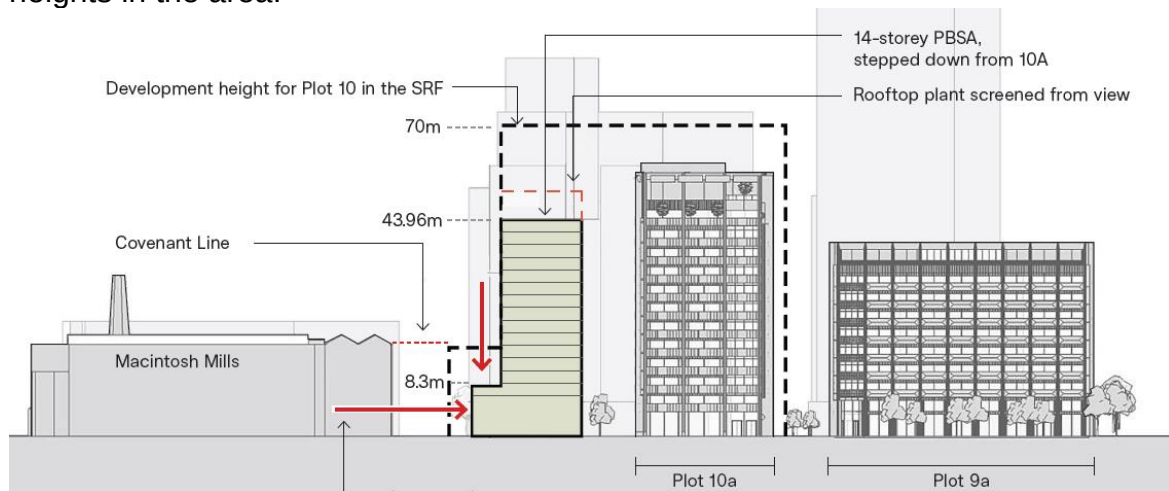
The site is adjacent to Macintosh Mill and would have an impact on it. The site is vacant and hoarded and is unattractive. It is a gap in the built form and does not contribute to the historical and architectural context of the asset and wider setting.

The site has a negative impact to the assets setting and fails to contribute to its significance. The area immediately to the south and east is also vacant which detracts from the areas character. There is an opportunity to fill a crucial gap in the urban grain The development of Plot 9a has commenced which would limit the appreciation of the heritage asset looking from the east, creating a sense of enclosure within what is an unusually open aspect.

Impact

The proposal would be taller than the 6 storey Macintosh Mill. This could slightly dominate the Mill and reduce the ability to fully appreciate it at street level. It would however help restore the dense urban grain of the area. Once the nearby high rise developments are complete, the proposal would read as part of First St. The use of brick and the inclusion of deep reveals should help to mitigate any adverse impacts. The strong and simple façade relates to the surrounding listed Mills. These features would ground the development in its context including adjacent heritage assets.

The development height outlined in the First Street SRF is 70m. The proposal would be 45.45m above ground level which would help to minimise the impact on the Heritage Assets. The proposal steps down from 10a, and responds to the varied heights in the area.



The proposal would have a positive effect on the setting of the listed building by developing a gap in the urban form.

The proposal would have a minor adverse impact on the setting of the heritage asset. The level of harm would be at the lesser end of '*less than substantial harm*' the impact would be mitigated by the design of the proposal and the distance to the heritage asset.

The combined effect of Plot 10b together with Plot 10a. As demonstrated within the figures, the effect of the two buildings together would be largely similar due to their proximity to each other and their scale and massing.

Mill chimney stack on west side of junction with Cambridge Street (Asset #2) – Grade II – View 3 and 11

Baseline

The chimney can be experienced alongside other nearby heritage assets which when viewed together provide a visual indication of the former historical character. These nearby buildings were built during the industrialisation of the City when mills and warehouses shared similar architectural characteristics and building vernacular. The buildings create a strong historical identity. A significant part of the historical

character was typified by large scale buildings and structures such as the former gas holders which have since been demolished.

Similar to Macintosh Mills, the chimney is close to the site and more susceptible to impacts. The site is vacant and hoarded and has an unattractive appearance close to the heritage asset. It is a gap in the urban grain and does not contribute to the assets historical and architectural context and wider setting. The site has a negative impact on the setting of the asset and does not contribute to its significance.

Impact

The proposal would noticeably change the view of the chimney. Its scale and massing would introduce new built form into the chimneys backdrop which is currently clearer and unobstructed. The ability to fully appreciate the heritage asset at street level has been slightly reduced, and the scale of the chimney was historically a dominating feature of this view will now be seen in conjunction with the proposal.

It was possible to view the chimney from View 11. However, the development of Plot 9a is obscuring it regardless of this proposal. The design has a strong and simple façade and the use of brick responds to the surrounding listed Mills.

The proposal would develop a gap site and have a positive effect on the setting of the listed building. It would be prominent and highly visible but is consistent with the First St SRF and would help to restore the areas dense urban grain and would be read in a new development context, alongside heritage assets. It would be part of a cohesive townscape once Plot 9a and Plot 11 are completed.

The proposal would have a minor adverse impact on the setting of the heritage asset. The level of harm would be at the lesser end of *'less than substantial'* as the impacts would be mitigated by the design and distance between the heritage assets and the proposal.

The combined effect of Plot 10b together with Plot 10a would be largely similar due to their proximity to each other and their scale and massing.

Chorlton New Mill and attached chimney (Asset #3) - Grade II – View 3

Baseline

Cambridge Mill can also be seen along other heritage assets which, when viewed together, provide a visual indication of the former historical character. These buildings create a strong historical identity. In contrast, the area to the east is vacant which creates a negative perception of the area.

Impact

The proposal would be seen with the heritage assets and would change the way in which it is appreciated. Plot 10b would change the view of Chorlton New Mill noticeably given its scale. The proposal would introduce built form to a view which

was previously unobstructed and the ability to fully appreciate the heritage asset at street level has been slightly reduced.

MacIntosh Mill and chimney are between the proposal and Chorlton New Mill creating distance between them and enhances the heritage setting in the immediate vicinity of the heritage asset. The design responds to the surrounding listed Mills and helps to mitigate the harm.

The proposal would have a positive effect on the setting of the listed building by developing a gap site. It would complement the First Street area along with the development of Plot 9a and Plot 11. Overall, the proposal would have a minor adverse impact to the setting of the heritage asset. The harm would be at the lesser end of 'less than substantial harm' as the design and materials mitigate in part the impacts.

The combined effect of Plot 10b together with Plot 10a would be largely similar due to their proximity to each other and their scale and massing.

Chorlton Old Mill (Asset #4) – Grade II – View 3 and 11

Baseline

The site has a negative impact to the setting of the asset and does not contribute to its significance. The area immediately to the east is vacant and detracts from the area's character. There is an opportunity to fill a gap in the urban grain and become a catalyst for investment in nearby sites.

Impact

The proposal would be visible in conjunction with the heritage assessment as they are close to each other which would slightly change the way that the heritage asset is appreciated.

The impact of the proposal on Chorlton Old Mill differs from that of Chorlton New Mill and chimney. The scale of Plot 10b would be a noticeable change to the setting in View 3 as the background of the view is clear and unobstructed. However, this asset is appreciated from other viewpoints such as Hulme Street / Cambridge Street where this proposal would be behind the view. Previously, the heritage asset could be seen in view 11 which enhanced its significance. However, the development of Plot 9a will obscure the view regardless of the proposal.

The most significant contribution to the heritage asset comes from its immediate setting of the other surrounding mills. The proposal does not sit within this immediate setting but is currently vacant land, some distance away. The proposal would reuse a 'gap' site in the backdrop of this asset. The design would respect its surroundings. Overall, the proposal does not impact the ability to understand the asset.

Based on the above the proposal would have a negligible impact to the significance of the heritage asset. The combined effect of Plot 10b and 10a. would be similar.

Mill on north east corner of junction with Chester Street (Asset #5) – Grade II – View 11

Baseline

Cambridge Mill can be experienced alongside other nearby heritage assets, which when viewed together provide a visual indication of the former historical character. These buildings are harmonious with one another and create a strong historical identity. In contrast, the area to the east of the heritage asset is vacant and creates a negative perception of the area.

The site is vacant and hoarded and is unattractive near to the asset. It is a gap in the urban grain making no contribution to the historical and architectural context to the asset and the wider setting.

The site has a negative impact to the setting of the asset and does not contribute to its significance.

Impact

The proposal would be visible in conjunction with the heritage asset and would slightly change the way it is appreciated. It was possible to view the heritage asset from view 11 but it will be obscured by the development of Plot 9a regardless of the proposal. The design would mitigate any harmful impacts.

The proposal would reuse a gap site which would have a positive effect on the setting of the listed building. The proposal respond to the character of First St once Plot 9a and Plot 11 are complete.

The proposal would have a negligible impact to the significance of the heritage asset.

The impact on townscape would comprise 2 instance of medium beneficial impact, 1 instance of minor beneficial and 1 Medium adverse impact. In the remaining 4 views the impacts would be negligible or Small Neutral impact and the overall harm to the setting of listed building would be less than substantial.

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 that special consideration and considerable weight is given to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it.

Development decisions should also 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 paragraph's 189, 195, 197, 199, 200, 202 and 206.

The NPPF (para 199) notes that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation whether any harm would be substantial, total loss or less than substantial. 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 clearly and convincingly justified.

The proposal would meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990.

Paragraph 202 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). The public benefits would include: -

Environmental Benefits

- Enhancement to the setting of some listed buildings through the removal of a derelict site and reinstatement of the street block;
- Supporting the SRF's objective to deliver a more pedestrian friendly environment that enhances connections with other regeneration areas;
- 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 First Street and the surroundings.
- Establish a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Responding to the local character and historical development of the City Centre, delivering an innovative and contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Delivering a sustainable development with good access to shops, services and transport, close to Metrolink and Oxford Road and Deansgate Station and bus links;

Economic Benefits

- The scheme will support the growing economy in Manchester contributing to sustained economic growth providing construction and end user employment and associated supply side benefits as detailed earlier in this Report;
- The scale of the investment will also serve to provide wider investor confidence in the area, incentivising other investment initiatives to come forward.

Social Benefits

- A new, high-quality PBSA development will help to diversify land use within First Street by adding interest and activity through throughout the day, helping

to transform First Street Central into a destination creating a 'sense of place' within the First Street SDF area.

- Provide full access to the building and to the public realm;
- Creation of place and increasing active ground floor providing overlooking, natural surveillance and increasing feelings of security;
- Provide greater connectivity through pedestrian linkages 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 a high-quality office space and associated public realm.
- Greater connectivity through pedestrian linkages encourages active modes of travel while increased access to public open spaces will create opportunity for physical activity, encouraging healthier lifestyles for the wider public.
- 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 to use.

The development would deliver extensive public benefits enhancing the public realm and permeability. The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets and are consistent with the paragraph 202 of the NPPF. Sections 66 of the Planning Act in relation to having regards to the setting of the adjacent listed buildings are considered to be satisfied.

The quality and design of the proposal would sustain the value of the key heritage assets. 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

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction operations 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 been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment 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. It acknowledges that 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 Macintosh Mill, Chorlton Mill, Cambridge Mill, City South Apartments, Manchester Student Village and Plot 11 First Street 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.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties 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.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels and how the proposal would perform against the BRE VSC targets. It has set out the current site condition VSC levels (including impacts from adjacent approved schemes) and how the scheme would perform against BRE VSC and NSL targets.

Alternative Targets

The BRE Guidance notes that when assessing daylight, site- or context-specific alternative targets may be set in several ways, including reference to the mass of a neighbouring building. An analysis has been undertaken to identify the impact that a 'mirror image' massing – a mass based on the height of Macintosh Mill and placed on Plot 10 - would have on its habitable rooms.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests (as set out in the Guidelines) relevant to a development of this nature are VSC (vertical sky component) and NSL (no skyline). 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. To achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The guidance also states that internal daylight distribution is also measured as VSC does not consider 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. 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. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss.

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 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

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that it 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 20% are considered to be acceptable levels of tolerance. For the purposes of the sensitivity analysis, these values are a measure against which a noticeable reduction in daylight and sunlight would be discernible and are referred to as the BRE targets. The impacts of the development within this context are set out below.

Daylight Impacts

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

Macintosh Mill – 65/127 (51%) would meet the BRE VSC Alternative Target. Of the remaining windows there would be a moderate adverse on 3 windows (2%) and major adverse on 59 windows (46%). 41/100 of rooms (53%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 3 rooms(4%), moderate adverse impact on 4 rooms (5%) and major adverse impact on 30 rooms (38%).

Major impacts occur when there is a reduction in excess of 40%, moderate between 30 and 40% and minor between 20 and 30% above the existing baseline.

Major impacts are localised to that portion of Macintosh Mill located closest to the site and served by windows that directly overlook it. The low percentage of windows achieving the BRE alternative target in some parts of the building reflects the inherently limited capacity for certain windows to receive daylight (those below pavement level and set within a narrow lightwell), and the obstruction to daylight resulting from the high-rise, high-density massing of the wider context including Plot 9A and Plot 11.

Overall, it is considered that the impact on the daylight amenity Macintosh Mill would be moderate adverse and therefore significant.

Where overlooking the site directly, Macintosh Mill is 5 storeys. This means that any 'mirror image' massing on Plot 10 as the basis for an alternative target is significantly smaller than the massing of 17 storeys envisaged in the current version of the SRF and the massing of the buildings generally at First Street.

Using a mirror image building as an alternative 89 windows (70% of windows appraised) would achieve the alternative VSC target. 54 rooms of the 78 would achieve the alternative NSL target. For comparison, for the proposed Plot 10b 65 windows (51%) would achieve the alternative VSC target. 41 rooms of the 78 appraised would achieve the alternative NSL target. Whilst the mirror image massing has a lesser impact compared to the proposal, the analysis demonstrates that even a low rise development would result in high magnitudes of change and major adverse impacts to windows and rooms directly overlooking the site.

For a mirror image building 22 rooms – including high sensitivity LKD rooms – would experience major, 31 windows would experience impacts including major adverse impacts to LKD rooms. These significant impacts would be present from lower ground up to 2nd floor levels, with only the two uppermost floors avoiding significant impacts on VSC. There are two 3rd floor LKD rooms that would experience impacts on NSL that are significant.

From the above it can be concluded that localised major adverse impacts are unavoidable in development of Plot 10, even if the Plot 10b Site was developed with low rise massing comparable to Macintosh Mill.

Cambridge Mill - 102/102 (100%) of windows would meet the BRE VSC Alternative Target. 83/83 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact on the daylight amenity is negligible

Chorlton Mill – 185/185 (100%) of windows would meet the BRE VSC Alternative Target. 87/88 of rooms (98%) would meet with the BRE Alternative NSL target. 1 room (1%) which is a living room kitchen dinner (LKD) would experience a reduction amounting to a Minor magnitude of change. This room has a window exceeding the VSC target of 27% and would continue to receive direct daylight to 75% of its area.

The impact on daylight to this small minority of rooms would be negligible adverse and not significant. Overall, the impact daylight would be negligible

City South Apartments - 271/271 (100%) of windows would meet the BRE VSC Alternative Target. 221/221 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact of the proposal would be negligible

Manchester Student Village - 122/122 (100%) of windows would meet the BRE VSC Alternative Target. 97/97 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact would be negligible

Plot 11 First Street – 722/731 (99%) of windows would meet the BRE VSC Alternative Target. Of the remaining windows there would be a minor adverse impact on 3 windows, moderate adverse on 6 windows. 267/275 rooms (97%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 24 rooms, moderate adverse impact on 6 rooms. On the basis that minor and moderate impacts are localised and account for no more than a very small minority of this neighbouring development as a whole, the impact would be negligible.

Sunlight Impacts

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Macintosh Mill – 40/ 60 (67%) of rooms would achieve both the 25% annual APSH Alternative targets and 24/60 (40%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms. For the annual target there would be a major adverse impact in 9 (15%) of the remaining rooms and moderate adverse in 11 (18%) rooms. For the winter target minor adverse in 6 (10%) rooms, moderate adverse in 10 (17%) rooms and major adverse in 20 (33%) rooms.

Overall, the impact on sunlight at Macintosh Mill would be moderate adverse and therefore significant.

In terms of sunlight amenity impact, using a mirror image building 33 rooms would continue to achieve the alternative BRE's annual and winter sunlight targets. For comparison, this is 17 rooms for the proposal. Using a mirror image building 6 rooms would achieve neither annual nor winter sunlight targets (nor the Alternative Target). For comparison, for the proposed is 17 rooms (28%).

Notwithstanding that sunlight amenity impacts of a mirror image massing are lesser than those from the proposal, major adverse impacts that are significant would occur to parts of Macintosh Mill if Plot 10 was developed to a height of 5 storeys.

In the mirror image condition, there would be high magnitudes of change to winter sunlight of 14 rooms at 2nd and 3rd floor level including high sensitivity LKDs. Moderate magnitudes of change would be present to the winter sunlight amenity of a bedroom and an LKD at 4th floor level (albeit these rooms would achieve an acceptable tolerance winter sunlight value overall).

Chorlton Mill – 87/ 87(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 87/87(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible.

Cambridge Mill – 83/ 83(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 83/83(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible.

City South Apartments – 97/97(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 97/97(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms.

Manchester Student Village - 197/197(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 197/197(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible.

Plot 11 First Street - Plot 11 is located to the south east of Plot 10. The Plot 10a Site facing windows of Plot 11 are therefore northwest facing. On that basis, these windows have a very limited expectation of direct sunlight over the Plot 10 Site. The Proposed 10a Development would therefore have a negligible impact on the sunlight amenity of this neighbouring building's site-facing rooms.

A **cumulative assessment** has also been carried out to include the development of Plot 10a (ref no 136043/FO/2023).

With both developments in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Macintosh Mill – 65/127 (51%) of windows would meet the BRE VSC Alternative Target. Of the remaining windows there would be a moderate adverse on 2 windows and major adverse on 60 windows. 41/78 of rooms (52%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 2 rooms, moderate adverse impact on 5 rooms and major adverse impact on 30 rooms. The impact on the daylight amenity would range from negligible to major adverse and overall, the daylight losses would be moderate adverse. 9 rooms (4 bedrooms and 5 LKDs) are also served by at least one window that achieves the acceptable tolerance target. All these rooms would pass the NSL test, experiencing a negligible reduction in daylight distribution. The impact on the daylight amenity of these 9 rooms is negligible and not significant. 21 windows serve single-window bedrooms. The majority of these rooms would experience a major magnitude of change in NSL. On the basis that bedrooms are low sensitivity in multi-room apartments, the impact on these bedrooms would be moderate adverse. 22 windows serving 11 LKDs would experience a major magnitude of change in VSC. These rooms, of high sensitivity, would also experience a major magnitude of change in NSL. The impact on these 11 rooms (14% of the 78 rooms appraised) would be major adverse.

As with daylight, major impacts are localised to windows / rooms within the building which are directly opposite Plot 10b.

Overall, the overall impact moderate adverse.

Cambridge Mill - 102/102 (100%) of windows would meet the BRE VSC Alternative Target. 83/83 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact would be negligible

Chorlton Mill – 183/185 (99%) of windows would meet the BRE VSC Alternative Target. 81/86 of rooms (92%) would meet with the BRE Alternative NSL target. 7 rooms which are bedrooms (2) and LKD's (5) would experience a reduction amounting to a Minor adverse impact. Both of these rooms have a window exceeding the VSC target of 27%. Overall, the impact would be negligible

City South Apartments - 271/271 (100%) of windows would meet the BRE VSC Alternative Target. 221/221 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact would be negligible

Manchester Student Village - 122/122 (100%) of windows would meet the BRE VSC Alternative Target. 97/97 of rooms (100%) would meet with the BRE Alternative NSL target. Overall, the impact would be negligible

Plot 11 First Street – 389/731 (53%) of windows would meet the BRE VSC Alternative Target. Of the remaining windows there would be a minor adverse impact on 25, moderate adverse on 83 and major adverse on 133. 209/275 rooms (81%) would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor adverse impact on 32, moderate adverse impact on 19 and major adverse impact on 15. A small minority of rooms, and a very small minority of the Plot 11 development as a whole, would experience moderate – major impact. Overall, the impact would be minor adverse

Sunlight Impacts

With both developments in place and the results weighted to make the allowance for the 20% reduction (BRE Alternative Target):

Macintosh Mill – 40/60 (67%) of rooms would achieve both the 25% annual APSH Alternative targets and 24/60 (40%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible in these rooms. For the annual target there would be a major adverse impact in the 4 remaining rooms and for the winter target minor adverse in 13 rooms, moderate adverse in 8 rooms and major adverse in 15 rooms. For annual sunlight there would be a moderate adverse impact on 11 rooms a major adverse impact in 9 rooms. For winter sunlight there would be a minor adverse impact in 6 rooms, moderate adverse impact on 10 rooms and a major adverse impact in 20 rooms.

Overall, the cumulative impact on sunlight amenity of Macintosh Mill is considered to be moderate adverse and therefore significant.

Chorlton Mill – 87/ 87(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 86/87(99%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible.

Cambridge Mill – 83/ 83(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 83/83(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible.

City South Apartments – 97/97(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 97/97(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible.

Manchester Student Village - 197/197(100%) of rooms would achieve both the 25% annual APSH Alternative targets and 197/197(100%) of rooms would achieve the 5% winter APSH. Overall, the sunlight losses would be negligible.

Plot 11 First Street - Plot 11 is located to the south east of Plot 10. The Plot 10a Site facing windows of Plot 11 are therefore northwest facing. On that basis, these windows have a very limited expectation of direct sunlight over the Plot 10 Site. The Proposed 10a Development would therefore have a negligible impact on the sunlight amenity of this neighbouring building's site-facing rooms.

Conclusion

There would be reductions against the baseline conditions for daylight and sunlight for some residents in Macintosh Mill and to a much lesser degree on daylight to Plot 11 First Street and Chorlton Mill . Some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location and in First St.

The impact on the daylight and sunlight is important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The following are important considerations:

- Macintosh Mill is a Grade II listed building, originally a factory and converted to residential use circa 2005 / 2006. It has relatively small windows that would have served industrial space. Presumed to have been open plan to accommodate manufacturing, the absence of internal walls facilitates a wider lateral distribution of daylight. However, the existing, cellular layout means that lateral distribution of daylight is less possible, and the residential rooms are more reliant on daylight from in front. The historic façade and window openings limit daylight when combined with a residential use and there is a friction between the retained façade of the industrial building and its current use as apartments. The typical windows of Macintosh Mill overlooking the Site are relatively small when compared to the windows of other mill conversions, such as Chorlton Mill, Manchester Student Village and Cambridge Mill. They are also smaller than windows serving LKDs that would typically be found on new residential buildings.

The combination of relatively small windows and the residential use mean that daylight and sunlight amenity are relatively restricted compared to modern building design and more susceptible to amenity impacts. Some windows and rooms of Macintosh Mill are inherently limited in their capacity for daylight and

sunlight amenity at lower ground floor level with their windows set below pavement level within a narrow lightwell.

These rooms have low levels of daylight and sunlight amenity in the baseline condition, and a heightened susceptibility to changes in the surrounding area. Even small changes would result in moderate to high magnitudes of change.

20-25 apartments in Macintosh Mill would be affected by these proposals and the two small 'projections' / projecting wings with Plot 10 facing windows. These are a minority of all apartments, with the majority being part of the long, main 'wing' (oriented east-west) and served by north and south facing windows, and unaffected by the proposal.

- For Plot 10, height parameters established in this document are for buildings of up to 17 commercial storeys in height. The proposal is 13 and equivalent to 10 commercial storeys in height.
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- 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;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed. This is increased in a city centre like Manchester where there is a shortage of housing;
- High density development is not unusual in the City Centre;

It is considered that the above impacts are acceptable in a City Centre context.

Sunlight to open spaces

Open spaces should retain a reasonable amount of sunlight throughout the year and the Guidance recommends that to appear adequately sunlit throughout the year, at least 50% of a garden or amenity area should receive at least two hours of sunlight on the 21st March. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on the 21st March. Existing open spaces should receive at least two hours of sunlight on the 21st March on at least 50% of their area or at least 0.8 times the former area receiving two hours of sunlight.

Proposed

The sunken gardens external amenity area of Macintosh Mill, facing Hulme Street, have been appraised. The area would experience no impact / reduction in time in sun. 56% of the area would achieve the BRE target of 2 hours' time in sun on 21 March (against a target of 50%) and would remain adequately sunlit throughout the year. The impact would be negligible.

80% of James Grigor Square would achieve the BRE target of 2 hours time in sun on 21 March (against a target of 50%). The area would remain adequately sunlit throughout the year. The impact would be negligible.

Cumulative Impact

The impact for the sunken gardens would be the same as above

29% of James Grigor Square would achieve the BRE target of 2 hours' time in sun on 21 March (against a target of 2 hours' to 50% of the area) and would experience a high magnitude of change and a major adverse impact. The SDF has always proposed buildings on site which could impact on James Grigor Square.

Privacy and Overlooking

The design should minimise potential overlooking. The closest residential building is the Grade II Listed Macintosh Mill, directly opposite. Any development of this site would lead to some overlooking that is typical in such an environment. Small separation distances are typical of a densely developed City Centre environment and the directly facing elevations are circa 24m apart, in excess of the 20m suggested in Manchester's Residential Quality Guidance (RQG). It is considered that separation distances between buildings are acceptable.

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 Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing, 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 potential impacts were modelled within a 450m radius of the site which is consistent with the UK industry standard for an ES Assessment. All scenarios reported in the ES chapter were 360deg full rotations, and gusts were accounted for using the standard gust-equivalent-mean method.

The sensitive receptors were identified as those using the public realm and outdoor facilities including the outdoor seating area. This latter is considered to be highly sensitivity to strong winds, as these can pose a risk to pedestrian safety. 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. Under construction consents within 400m radius were included, which is the UK industry standard for capturing local features which might be affected.

Cumulative assessments have been carried out to include the following scenarios : Plot 10b and Approved schemes, Plot 10 a and 10 b and Plot 10 a and 10b and Approved Schemes.

The wind assessment concludes the following:

Proposed development

No potential wind safety or distress risks have been identified around the site and wind comfort is suitable for the intended use. This applies to general thoroughfares, bus stops, existing off-site building entrances, on-site building entrances and external areas.

Cumulative

Conditions with local cumulative schemes included are consistent as those with the existing surrounds and there are no adverse wind effects are anticipated.

Air quality

An air quality assessment (AQA) has considered changes to air quality during the construction and operational phases. The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor because of surrounding roads. As such, occupiers could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that from the development. 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 has assessed the potential effects during construction of dust and particulate emissions from site activities and materials movement.

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 impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured 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 (ASHPs) electrically powered. Opening windows would allow the building to be naturally ventilated.

The impacts on air quality once complete would be negligible. 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 its proposed future use.

88 cycle spaces are proposed within the building and a further 12 in the public realm. 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. Since all modelled NO₂ values are below 60µg/m³, exceedance of national short-term NO₂ objectives is unlikely at all floors at all facades. Exceedances of fine particulate (PM₁₀) and (PM_{2.5}) objectives is unlikely at all floors at all facades. As there are no exceedances of annual mean NO₂ concentrations at building facades, there will be no requirement for gaseous filtration.

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 hours of operation and a management of the external seating area to the Foodhall would be controlled through conditions.

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 seek 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 effect.

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

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.

The development is likely to cause reception issues for the reception of digital satellite television services in areas to the immediate northwest of the Site, within 105m from the base of the building, predominantly along River Street, Medlock Street and First Street). Additionally, in similar areas, the use of tower cranes could also obscure satellite dishes' views of the southern skies, resulting in minor and sporadic interference occurring only during crane operations. If any interference does occur, the repositioning of the satellite dish to a different location without an obscured line-of-sight view to the serving satellites should restore reception. If satellite dish relocation is not possible, the use of DTT receiving equipment could offer any affected viewer an alternative source of some digital television broadcasts. Any interference arising from tower crane use is expected to be limited in duration (present only during operations i.e. working hours) and will cease completely when the cranes are removed.

The development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.

It is recommended that any reported television or radio interference should be investigated by means of a post-construction reception measurement. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

The location of the site is such that it is 'high speed' ready with the infrastructure is in place for the development to be connected into superfast broadband.

Conclusions in relation to CABA 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 CABA and EH 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 - GMAAS believe that there could be below ground remains. The site should be subject to intrusive archaeological investigation in advance of development with initial evaluation trenching, followed, if necessary, by open-area excavation and recording. This investigation can be secured through a condition.

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

The site contains no statutory nature conservation sites, none are within 1km of the site and those situated further afield are considered unlikely to be impacted. The

habitats and plant species recorded at the site are widespread and common throughout Greater Manchester and the UK. None of the plant species are either Nationally Scarce or Nationally Rare given the relative isolation of the site from larger areas of semi-natural habitat, and the lack of suitable refuge for protected species.

The site could provide a relatively limited foraging resource for local populations of birds. The has very limited foraging potential for black redstart and is unlikely, therefore, to form a key part of the foraging habitat for any local populations of black redstart. There is no significant habitat suitable for nesting birds.

The site provides a small area of low quality foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of, or disturbance to, the vegetation due to increased public use and lighting could have a negligible impact on the conservation status of bats. There is a known common pipistrelle bat roost in the River Medlock culvert which runs underneath First Street North however foraging behaviour is confined to the river corridor so it is unlikely bats would commute to or across the site to forage.

There are opportunities to maintain and enhance the biodiversity on the site and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to green/blue infrastructure. The proposal would include green infrastructure including tree cover. This could secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created in the ground floor public space. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration. This would increase opportunities for habitat expansion leading to greater ecological value.

Waste and Recycling - A waste management strategy details how waste would be managed. This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes, including potential organic waste, and for all uses of the proposed development in accordance with the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00.

The refuse store would be located on the ground floor with access to the service yard. Students would take their waste to a ground floor refuse drop lobby where there would be chutes into the bins. It is expected that PBSA waste would be collected via a private regime every other day and the Food Hall 6 times a week.

The servicing strategy would minimise potential impact on front of house areas through the inclusion of dedicated servicing routes and back of house areas. The management staff would move the bins out on collection days to the dedicated area before moving them back following collection.

Environmental Health consider the waste management arrangements to be acceptable subject to it being managed by a Commercial Waste Operator.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) – The majority of the site, is in Flood Zone 1 and this is of a low risk of flooding. Flood level data obtained for the culverted River Medlock indicates that part of the site in Flood Zone 2 around the northeast corner where levels are below the 0.1% flood level. In order to mitigate flood risk, the finished floor level is set at 30.925mAOD which takes into account the average ground level, adjacent road level and critically the estimated river or sea flood level (1% plus climate change flood level allowance).

The site is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Hydraulic modelling of the River Medlock indicates that with the above mitigation the site would not flood in a 1 in 100 year event, (with climate change taken into consideration), as the Site levels would be above the modelled flood levels.

The Flood Risk Assessment (FRA) has reviewed all sources of flood risk to the proposal and to existing adjacent properties and finds that the site is not at significant flood risk, nor does it increase flood risk off-site. Given the site is largely hard standing the proposal would not be likely to increase the impermeable area and is not likely to increase risk of surface water flooding. Discharge from the site would be restricted to a 50% betterment applied in accordance with planning policy.

The surface water drainage strategy has followed the hierarchy of drainage solutions. Sustainable Drainage Systems (Suds) would be implemented where possible to enable discharge, volume and water quality control of the surface water runoff and reduce flood risk on site.

The drainage strategy is to install surface water attenuation. There is potential for small areas of permeable surfacing that will not infiltrate and SuDS enabled tree pit systems to capture low rainfall events which can be explored through a condition.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles.

The foul and surface water drainage systems would be kept separate on the application site prior to discharge. The strategy would be to construct a separate foul drainage system which would either connect directly into the diverted public sewer system in River Street.

Contaminated Land Issues - A Phase I Desk Study has been prepared based on desktop / published sources, a site walkover and preliminary sampling and analysis.

Whilst the site is vacant a number of contaminative historical industrial operations are known to have taken place on and adjacent to the site including the India Rubber (later tyre) works and the extensive Gaythorne Gas Works (with associated Coal gas production facilities, gas holders and other point sources of contamination).

The historical use of the site as a rubber works with the historical plans showing asbestos clad buildings had resulted in the most recent investigation data finding that the Made Ground across the site is likely to be impacted with asbestos at low

concentrations. A risk from asbestos fibres has been identified, however, risks to construction workers remain controllable through the application of a high standard of asbestos training, dust control and hygiene measures during construction.

Further excavations are necessary to fully assess the site. Site mitigation measures may be required but with these in place, the site would present a low risk to people in the future. A condition would require a full site investigation and remediation measures to be submitted and agreed.

The site was struck by a Bomb on 23 December 1940, and there were several strikes in close proximity. Although no UXO was encountered during previous investigations there is still a risk of UXO that would need to be mitigated prior to any ground investigation.

A requirement for this investigation can be secured via a condition. If ordinance is found, a specialist UXB team would be engaged to assess next steps and to draw up risk assessments for any continuing works which would be carried out in accordance with provide best practice guidance for the industry (CIRIA).

Accessibility/ Inclusive Access – The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible. This covers the access to and within the building and public realm.

24 student rooms (4%) have been designed and sized to be adaptable to meet users'. Two would be fully fitted from day one meeting the requirements of the Part M regulations for a fully fitted accessible studio.

The proposal would be accessible. There is level access into the building entrance lobby off River Street. All floors would be accessible by lift. There are 3 disabled parking spaces within a 3 minute walk of the building entrance.

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.

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 key site in First Street providing much needed high quality PBSA accommodation and a Food Hall open to the general public. It would develop an underused poor quality site on a key route linking the City Centre with Hulme and Moss Side.

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.

The proposal would cause some low level of harm to the significance (setting) of the nearby listed buildings. The level of harm would be less than substantial and would be outweighed by the public benefits delivered. 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, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the tests set out in paragraphs 189, 197, 199, 201 and 202 of the NPPF.

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

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.

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 1172-TGA-XX-XX-DR-A-95020 P07 (Location Plan) and 1172-TGA-XX-XX-DR-A-95021 P06 (Proposed Site Plan)

(b) Dwgs 1172-TGA-XX-00-DR-A-95030 P05 , 1172-TGA-XX-01-DR-A-95031 P04, 1172-TGA-XX-ZZ-DR-A-95032 P03 , 1172-TGA-XX-ZZ-DR-A-95033 P03, 1172-TGA-XX-14-DR-A-95034 P03 , 1172-TGA-XX-XX-DR-A-95040 P03, 1172-TGA-XX-XX-DR-A-95041 P03 , 1172-TGA-XX-XX-DR-A-95042 P03, 1172-TGA-XX-XX-DR-A-95050 P04 , 1172-TGA-XX-XX-DR-A-95051 P04, 1172-TGA-XX-XX-DR-A-95052 P04 , 1172-TGA-XX-XX-DR-A-95053 P04, 1172-TGA-XX-ZZ-DR-A-95210 P04 , 1172-TGA-XX-ZZ-DR-A-95211 P04, 1172-TGA-XX-ZZ-DR-A-95212 P04, 1172-TGA-XX-ZZ-DR-A-95213 P04 and 1172-TGA-XX-ZZ-DR-A-95214 P03;

(d) Dwgs PL1471.3-PLA-ZZ-00-DR-L-001 P11, 1471.3-PLA-ZZ-00-DR-L-007 P06, 1471.3-PLA-ZZ-00-DR-L-005 P06, 1471.3-PLA-ZZ-00-DR-L-003 P06 and PL1471.3-PLA-ZZ-00-DR-L-009 P03;

(e) Crime Impact Statement Version B 06 01 23 stamped as received on 17-02-23;

(f) Accommodation Schedule Page 92 of the PLOT 10B FIRST STREET, MANCHESTER, DESIGN AND ACCESS STATEMENT, 1172-TGA-XX-XX-RP-A-FI_10_10-00250 stamped as received on 27-04-23 and Room Area Per Cluster Schedule - Scenario 01 stamped HS-TGA-Z100-SC-XX-00002 stamped as received on 17-05-23;

(g) Section 4 of the PLOT 10B FIRST STREET, MANCHESTER, DESIGN AND ACCESS STATEMENT, 1172-TGA-XX-XX-RP-A-FI_10_10-00250 stamped as received on 27-04-23;

(h) PLOT 10B FIRST STREET, MEDLOCK STREET, MANCHESTER WRITTEN SCHEME OF INVESTIGATION FOR ARCHAEOLOGICAL WORKS by PCA January 2023 stamped as received on 01-03-23;

(i) Inclusions of measures and targets in the ENERGY STRATEGY REPORT HOUSE OF SOCIAL 1 Ltd FIRST STREET MANCHESTER 30.01.2023 , ENVIRONMENTAL STANDARDS STATEMENT HOUSE OF SOCIAL 1 Ltd FIRST STREET MANCHESTER 16.01.23 both stamped as received on 01-03-23 and BREEAM Pre-assessment Report VITA Student Accommodation by AA Projects stamped as received on 17-02-23'

(j) Broadband Connectivity Assessment Plot 10b First Street Manchester by G Tech dated 17/01/2023 stamped as received on 01-03-23;

(k) House of Social 1 Ltd WASTE & SERVICING STRATEGY REPORT Plot 10b, April 2023 First Street stamped as received on 27-04-23;

(l) Plot 10b First Street House of Social 1 Ltd Fire Statement dated 23-01-23, stamped as received on 01-03-23;

(m) FIRST STREET PLOT 10B, MANCHESTER, DOCUMENT, LANDSCAPE DESIGN & ACCESS STATEMENT dated 28-03-23 by P.ie stamped as received on 27-04-23;

(n) Flood Risk Assessment & Outline Drainage Strategy Plot 10b First Street for House of Social 1 Ltd by Roc stamped as received on 01-03 23;

(o) Ventilation Strategy Report House of Social First Street, by Ridge dated 19-01-23 and stamped as received on 01-03-23;

(p) HOUSE OF 1 SOCIAL LTD, PLOT 10B, FIRST STREET REGENERATION, AREA, MANCHESTER, EXTENDED PHASE 1 HABITAT SURVEY AND BASELINE BIODIVERSITY NET GAIN ASSESSMENT by Penny Anderson Associates Ltd stamped as received on 01-03-23;

(q) Phase 1 Desktop Study, Plot 10b First Street for House of Social 1 Ltd, dated 10-01-23 stamped as received on 17-02-23, Phase 2 Site Investigation Plot 10B First Street, for Vita Group dated 22-12-22 stamped as received on 01-03-23 and House of Social, First Street Ground Gas Addendum dated 20-01-23 stamped as received on 17-02-23 all by Roc;

(r) Television and Radio Reception Impact Assessment Plot 10b First Street Manchester by GTech stamped as received on 01-03-23;

(s) House of Social 1 Ltd Plot 10b, First Street Framework Travelplan and Transport Statement by Vectos both dated April 23 and stamped as received on 27-04-23;

(t) Food Hall Management Plan First Street, Manchester stamped as received on 17-02-23;

(u) Student Management Plan stamped as received on 12-05-23

(v) First Street Plot 10a Noise Impact Assessment First Street Developments Limited Ref PLOT10A-XX-XX-RP-Y-45001 P03 12 January 2023 by Cundall stamped as received on 17-02-23;

(w) House of Social, Plot 10b, First Street, Response to MCC Comments - Note 01, May 2023 by Vectos;

(x) ES Volume 1 Main Text:

1. Introduction 2. EIA Methodology 3. Site, Surroundings and Description of Proposals 4. Alternatives and Design Evolution 26
5. Construction Phasing and Methodology, 6. Air Quality, 7. Climate Change, 8. Daylight, Sunlight and Overshadowing, 9. Human Health,
10. Noise and Vibration, 11. Socio-Economics, 12. Townscape and Visual Impact, 13. Wind Microclimate, 14. Summary of Residual Impacts
15. Type 1 Cumulative Effects

(y) ES Volume 2 List of Appendices

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Chapter 2: Environmental Impact Assessment Methodology

Appendix 2.1 - ES Scoping Report

Appendix 2.2 - Committed Developments

Appendix 2.3 - EIA Scoping Opinion

Chapter 3: Alternatives and Design Evolution

No appendices

Chapter 4: Site, Surroundings and Description of Proposals

No appendices

Chapter 5: Construction Management and Phasing

Appendix 5.1 - Plot 10a Construction Management Plan and TMP

Appendix 5.2 - Plot 10b Construction Management Plan

Chapter 6: Air Quality

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Chapter 8: Daylight, Sunlight and Overshadowing
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Appendix 8.5 - 10B Technical Analysis Results
Appendix 8.6 - 10A + 10B - Massing Images Baseline v Proposed
Appendix 8.7 - 10A + 10B Technical Analysis Results
Appendix 8.8 - Massing Images - Cumulative Scenario
Appendix 8.9 - Technical Analysis Results - Cumulative Scenario
Appendix 8.10 - Mirror Image Analysis
Appendix 8.11 - Façade Study

(z) ES Volume 3 -Non Technical Summary

all stamped as received on 23-01-23

As supplemented by: Measures within the and Air Quality Technical Note - Plot 10b by Cundall dated 31-03-23 stamped as received on 27-04-23; Plot 10b: House of Social Wind Microclimate Technical Note by arcaero stamped as received on 27-04-23; Sunlight and Daylight Technical Note by Proximity stamped as received on 27-04-23; and Sunlight Impacts Summary Table stamped as received on 20-04-23

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, 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.

3) (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 the Monitoring and Mitigation as set out in the Plot 10, First Street Environmental Statement (Chapter 7) February 2023 stamped as received on 01-03-23;

(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.

4) a) Notwithstanding the Phase 1 Desktop Study, Plot 10b First Street for House of Social 1 Ltd, dated 10-01-23 stamped as received on 17-02-23, Phase 2 Site Investigation Plot 10B First Street, for Vita Group dated 22-12-22 stamped as received on 01-03-23 and House of Social, First Street Ground Gas Addendum dated 20-01-23 stamped as received on 17-02-23 all by Roc the measures for investigating the site identified in the Site Investigation Proposal shall be carried out. Prior to the commencement of development a report outlining what measures, if any are required to remediate the land (a Site investigation Report and / or Remediation Strategy) shall be submitted to and approved in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence in the identified areas until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the residential element of the scheme.

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

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

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

5) No development 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;
- o Arrangements that no noisy work shall commence before 08:30
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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

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

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

6) Notwithstanding the documents detailed in condition 2, prior to the commencement of above ground works a programme for submission of final details of the public realm works and highway works as shown in FIRST STREET PLOT 10B, MANCHESTER, DOCUMENT, LANDSCAPE DESIGN & ACCESS STATEMENT dated 28-03-23 by P.ie stamped as received on 27-04-23 and Dwgs PL1471.3-PLA-ZZ-00-DR-L-001 P11, 1471.3-PLA-ZZ-00-DR-L-007 P06, 1471.3-PLA-ZZ-00-DR-L-005 P06, 1471.3-PLA-ZZ-00-DR-L-003 P06 and PL1471.3-PLA-ZZ-00-DR-L-009 P03 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.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until the public realm works are completed.

(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 to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site;

(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 through 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; and

(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.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

All of the above shall be fully implemented prior to occupation of the development

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted

or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure 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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

7) Prior to use of the Food Hall external area on River Street commencing, a management strategy for the operation of the area, to include details of how , how noise from patrons and potential crime and disorder issues would be managed and how the area will be cleared and closed by the latest operating time agreed in discharge of condition 18 and which precludes the playing of any amplified music shall be submitted to an 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.

8) A programme of archaeological works will be undertaken in accordance with the approved Written Scheme of Investigation prepared by Pre-Construct Archaeology in January 2023 (Plot 10B First Street, Medlock Street, Manchester. Written Scheme of Investigation for Archaeological Works) and submitted as part of the planning application. The WSI covers the following:

1. A phased programme and methodology of investigation and recording to include:
 - i) archaeological Strip-Map-Record
 - ii) informed by the above, targeted more detailed excavation of the most significant areas identified by the strip
2. A programme for post-investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the investigation results.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, Paragraph 205 - 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

9) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at

least a '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.

10) Notwithstanding the details as set out within condition 2 (n) no development shall take place until a scheme for the surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements and national standards and details has been submitted to and approved in writing by the Local Planning Authority. This shall include:

- *A finalised drainage layout showing all components, outfalls, levels and connectivity, limiting surface water discharge to a maximum 5l/s;

- *Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

- * Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100-year rainfall event with allowance for 45% climate change in any part of a building;

- *Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- *Property threshold levels must be set a minimum of 30.925m AOD, in line with the proposed Flood Risk Assessments (FRA). Providing the Environment Agency agree, given the main risk of flooding at this location is associated to River Medlock (statutory main river).*

- *Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground

investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

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

- *Evidence of an agreement in principle to divert the existing United Utilities sewer within the site boundary.

- * Hydraulic calculation of the proposed drainage system;

- * Construction details of flow control and SuDS elements.

The approved details shall be implemented as part of the development.

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.

11) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) 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.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

12) Notwithstanding the details within the First Street Plot 10a Noise Impact Assessment First Street Developments Limited Ref PLOT10A-XX-XX-RP-Y-45001 P03 12 January 2023 by Cundall stamped as received on 17-02-23 before use of the gym area as shown in dwg 1172-TGA-XX-00-DR-A-95030 P05 commences a scheme for acoustically insulating the space to ensure that there is no unacceptable level of noise transfer from this unit to the PBSA above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority. Noise from gym activities such as impact machines and free weights areas will need to be included within the assessment and details of any acoustic insulation / acoustic floor build up recommendation for these areas.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

The approved noise insulation scheme shall be completed before the use of the gym commences. The approved details shall be implemented and remain in place for as long as the unit is in use

Prior to the use commencing 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.

Reason - To secure a reduction in noise in order to protect future building occupiers from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

13) The PBSA accommodation hereby approved shall be operated in accordance with the Student Management Plan stamped as received on 12-05-23

Reason

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.

14) Notwithstanding the details within the First Street Plot 10a Noise Impact Assessment First Street Developments Limited Ref PLOT10A-XX-XX-RP-Y-45001 P03 12 January 2023 by Cundall stamped as received on 17-02-23:

a) Prior to above ground works a 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 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 L_{Amax,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 residential units, 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.

15) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within each ground floor commercial unit 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 supersede 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.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

16) The Food Hall (Sui Generis) use shall operate in accordance with the following hours:

0800hrs to 0100hrs Monday to Sunday

To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

17) Notwithstanding the recommendation within the First Street Plot 10a Noise Impact Assessment First Street Developments Limited Ref PLOT10A-XX-XX-RP-Y-45001 P03 12 January 2023 by Cundall stamped as received on 17-02-23 before the operation of the ground floor Food Hall commences, details of it will be acoustically insulated and treated to limit the break out of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band

at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively. The scheme proposed may need to include different measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

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)
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.

18) Prior to use of the Food Hall external area on River Street commencing details of the hours of operation 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.

19) Prior to the use of the External Seating Area associated with the Food Hall as shown in dwg 1172-TGA-XX-00-DR-A-95030 P05 commencing final details of the seating, tables, boundary treatment, any other associated structures and details of how and where these structures would be stored / secured outside of the approved operating hours shall be submitted and approved in writing by the City Council as Local Planning Authority.

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

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

20) The development hereby approved shall be carried out in accordance with the WASTE & SERVICING STRATEGY REPORT
Plot 10b, First Street April 2023 and House of Social, Plot 10b, First Street,
Response to MCC Comments - Note 01, May 2023 by Vectos;

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.

21) 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.

22) a) At periodic intervals as agreed with the Work and Skills Team prior to commencement of 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).

23) Prior to occupation of (a) The PBSA; and (b) The Food Hall (Sui Generis)

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.

24) The development hereby approved shall be carried out in accordance with the targets set out within the ENERGY STRATEGY REPORT HOUSE OF SOCIAL 1 Ltd FIRST STREET MANCHESTER 30.01.2023 , ENVIRONMENTAL STANDARDS STATEMENT HOUSE OF SOCIAL 1 Ltd FIRST STREET MANCHESTER 16.01.23 both stamped as received on 01-03-23 and BREEAM Pre-assessment Report VITA Student Accommodation by AA Projects stamped as received on 17-02-23'

A post construction statement shall be submitted within 12 months of occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

25) Prior to implementation of any proposed lighting scheme (including on the roof 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 House of Social 1 Ltd Plot 10b, First Street Framework Travelplan dated April 23 and stamped as received on 27-04-23;

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 cycle parking within the public realm

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 Television and Radio Reception Impact Assessment Plot 10b First Street Manchester by GTech stamped as received on 01-03-23 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 unit is in use (and any subsequent permitted changes of use under Class E)

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 River Street , River Street / Wilmott Street and from the reception area fronting the route to the service yard 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 PBSA 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:

Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points; and

shall be implemented and be in place prior to the first occupation of the office 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 and 6 of the Crime Impact Statement Version B 06 01 23 stamped as received on 17-02-23;

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 and ground floor bin store shown on Dwg 1172-TGA-XX-00-DR-A-95030 P05) shall open outwards onto adjacent public highway.

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

36) The 88 cycle parking spaces and 12 spaces within the public realm shall be fully implemented as shown in dwg 1172-TGA-XX-00-DR-A-95030 P05 along with the 'Free to Hire' scheme as detailed within the House of Social 1 Ltd Plot 10b, First Street Framework Travelplan dated April 23 and stamped as received on 27-04-23;

The development shall not be occupied unless and until the above cycle parking spaces and 'Free to Hire' scheme are in place

Reason - To ensure there is sufficient cycles 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) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present , no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

38) 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).

39) 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 15. 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).

40) The proposed gym use hereby approved as shown in dwg 1172-TGA-XX-00-DR-A-95030 P05 shall be ancillary to the PBSA hereby approved and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

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, and in the interest of amenity, pursuant policy DM1 of the Core Strategy for Manchester.

41) Before any part of the development hereby approved is first occupied details of the following to be based on the findings of a Stage 1 Road Safety Audit (RSA 1) shall be submitted and approved in writing by the City Council as Local Planning Authority:

A service management plan to include details of final arrangements in relation to both refuse collection and deliveries. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/ unloading and detail a programme for the implementation of the interim arrangements if Plot 10a is not completed before Plot 10b.

The development shall thereafter be fully implemented in accordance with these details.

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

42) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the use first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8)).

43) In relation to 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 Plot 10b First Street House of Social 1 Ltd Fire Statement dated 23-01-23, stamped as received on 01-03-23;

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.

44) 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

45) Air quality mitigation shall be implemented in accordance with Chapter 6 of the Plot 10, First Street Environmental Statement February 2023 by Deloitte's stamped as received on 01-03-23.

During the build phase of the development the specific construction mitigation measures listed in ES Chapter shall be implemented through the CEMP. Prior to commencement of development verification that the mitigation measures have been implemented shall be submitted to an agreed in writing by the City Council as local planning authority and shall remain in situ whilst the development is under construction'

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.

46) Any external food delivery services will collect the food from the service yard as shown on Dwg 1172-TGA-XX-00-DR-A-95030 P05 goods in delivery door which shall be monitored by front of house staff to ensure all deliveries are collected from here and drivers / cyclists do not enter the front of the building. All staff will monitor delivery cyclists waiting to collect orders and waiting around the public realm seating areas.

Reason - In the interest of pedestrian safety and 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.

Informatives

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

Commuted sums are required for any non-standard materials (and street trees) used on the adopted highway.

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour. Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

Nesting birds: No works to trees or shrubs shall occur between the 1 st March and 31 st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out

INNS Management: It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster are included within this schedule. If any wall cotoneaster will be transported off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence .

Generator: The routine maintenance and servicing of the now proposed emergency generator (level 12) shall be confined to Monday to Friday 08:00 to 18:00 hours.

Detail should be sought from the applicant in relation to any proposed construction or fit out

arrangements, where there is an impact on the highway. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

The consent hereby granted does not negate the need for any statutory consents required in relation to the development relating to Gas Infrastructure from Cadent Gas

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: 136170/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:

**Highway Services
Environmental Health
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
Work & Skills Team
City Centre Renegeration
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Health & Safety Executive (Fire Safety)
Natural England
Planning Casework Unit
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Greater Manchester Geological Unit
Manchester Metropolitan University
University Of Manchester
Oxford Road Corridor
Planning Casework Unit
City Centre Renegeration**

Environmental Health
MCC Flood Risk Management
Highway Services
Strategic Development Team
Oliver West (Sustainable Travel)
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
Oxford Road Corridor
Greater Manchester Pedestrians Society
Manchester Metropolitan University
University Of Manchester
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
Health & Safety Executive (Fire Safety)
Natural England
Transport For Greater Manchester
United Utilities Water PLC

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

