



Plot 10b, First Street
Planning and Tall Building Statement
February 2023

Contents

1.	Introduction	2
2.	The Opportunity and Strategic Context	7
3.	Site and Surroundings	17
4.	Proposed Development	20
5.	Development Plan and Material Considerations	29
6.	Consideration of Proposed Development	35
7.	Tall Building Evaluation	66
8.	Public Benefits	73
9.	Summary and Conclusions	77
	Appendix 1 – Green and Blue Infrastructure Statement	79
	Appendix 2 – Sequential Test	81
	Appendix 3 – MMU Letter of Support	84

1. Introduction

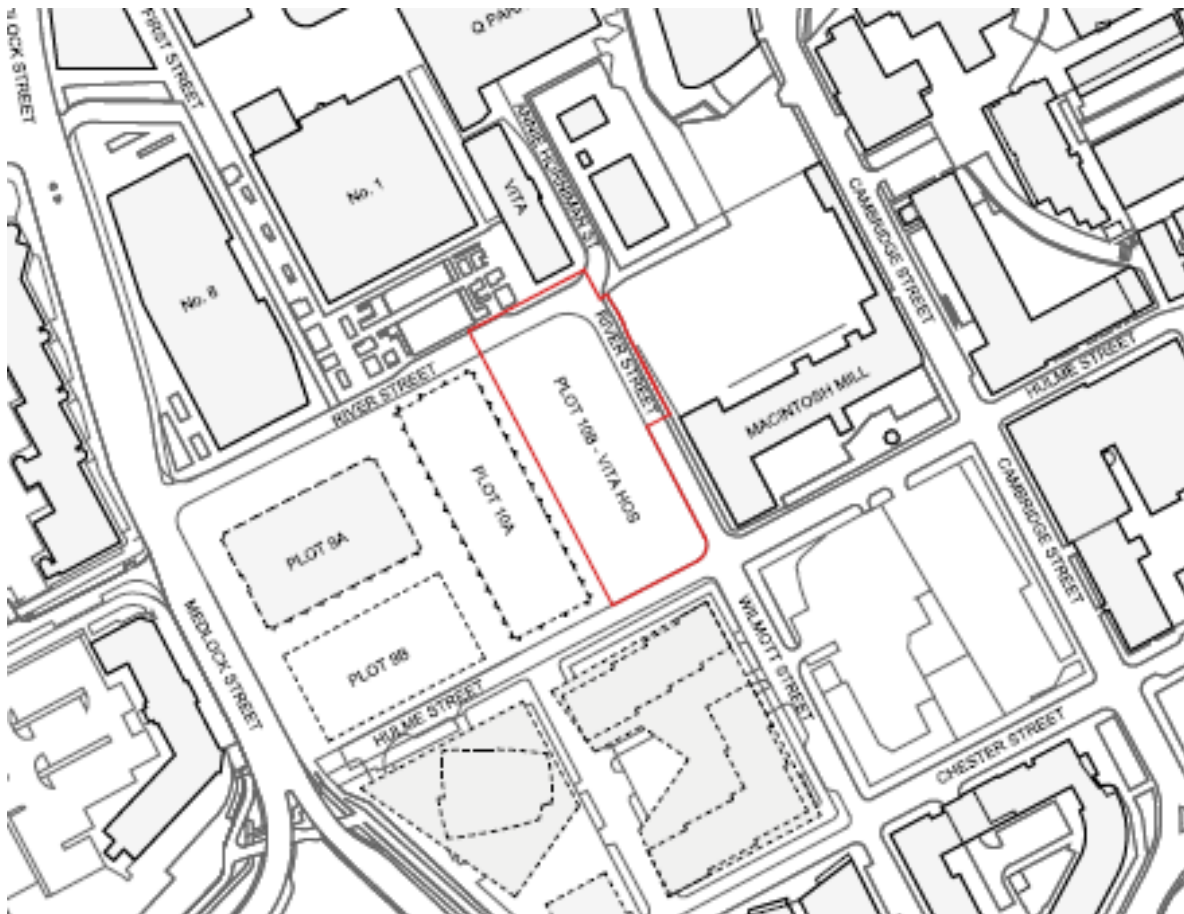
Introduction

- 1.1. This Planning and Tall Building Statement (the ‘Statement’) accompanies an application for Full Planning Permission submitted on behalf of House of Social 1 Ltd (the “Applicant”) to Manchester City Council (‘MCC’). The Statement is supported by a Green and Blue Infrastructure Statement within **Appendix 1**.
- 1.2. This Statement considers the Proposed Development in its strategic as well as local urban and environmental context. It assesses its acceptability in the context of the Development Plan and other material considerations such as the National Planning Policy Framework (‘NPPF’) and relevant guidance including Historic England’s Tall Buildings Advice Note 4 (2022), which provides recommended criteria for assessing tall building Proposed Development.

The Site

- 1.3. The planning application relates to land bounded by River Street to the north, River Street and vacant land to the east, Hulme Street to the south, and Plot 10a of the First Street masterplan to west (the ‘Site’) within Manchester City Centre, as shown in **Figure 1.1**. The Site is located within the 2018 First Street Strategic Development Framework (the ‘SDF’) and forms the next phase of development within First Street.

Figure 1.1 – Site Location Plan (Tim Groom Architects, 2023)



The Applicant

- 1.4. House of Social 1 Limited is a subsidiary of Vita Group ('Vita') who are a leading developer in the UK focused on 'creating tomorrow's city living'. It's represented by five unique lifestyle brands, spanning life's different stages, in 23 locations, across 13 cities and with residents from over 100 countries. It's urban living 'reimagined' and it's constantly evolving thanks to the insights and data being generated through the platform. They in-turn help to create new services, experiences, and communities. Their mission: 'create environments in which people can flourish'.
- 1.5. Over the last decade Vita has redefined the rental market, reinvented student living and regenerated neighbourhoods, creating thriving communities and remarkable new places. So far Vita have created 26 thriving communities, with over 9,000 residents split across the various brand offerings. Vita's products seek to bring together a high-specification living alongside best-in-class amenities for its residents.
- 1.6. Locally, Vita has become a well-known and established developer and student accommodation operator in Manchester City Centre with a number of brands such as Vita Living and Vita Student already delivered. Of these, Vita have delivered and currently operate student accommodation at Rosenthal Street within First Street, which was one of the first buildings to be brought forward as part of the masterplan, acting a catalyst for further regeneration. Vita's work within the City Centre continues with key schemes under construction Vita Living at Port Street and Union T1 and T2 within St Johns.

The Proposed Development

- 1.7. The proposals are for a new purpose-built student accommodation (PBSA) building, with a vibrant ground-floor food hall that will create a new destination within First Street that complements the diverse range of uses and activities in the area. The building will be surrounded by high-quality public realm and soft landscaping.
- 1.8. The description of the Proposed Development is set out below:

"Full Planning Permission for a 14-storey building comprising purpose-built student accommodation (Sui Generis) and ground floor foodhall (Sui Generis), and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements."

- 1.9. The term 'Proposed Development' used within this Report refers to all stages of demolition, construction and operation of the development.
- 1.10. The Plot 10b proposals are being brought forward in tandem with a separate planning application for Plot 10a, submitted by First Street Developments Ltd (a subsidiary of the First Street master developer, Ask Real Estate), comprising new Grade A office accommodation and further public realm. Whilst both proposals are subject to stand alone planning applications, which will each be considered on their own merits, the two buildings have been developed, designed and consulted on as joint proposition. Together these developments will largely complete the comprehensive regeneration of the central part of the First Street masterplan with a complementary mix of uses.
- 1.11. The Proposed Development has been designed collaboratively as part of wider proposition for Plot 10 which includes Plot 10a to the west and Plot 10b (the Proposed Development) to the east. An application for Full Planning Permission was submitted for the adjacent Plot 10a in January 2023 (Ref: 136043/FO/2023) for, "Erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (level 12 and 13) and other associated works including external amenity spaces".

Pre-Application Consultation

- 1.12. The application proposals have been submitted following pre-application consultation with Officers at MCC, local Ward Councillors, local community and a wide range of statutory consultees.

- 1.13. Further details of the pre-application consultations and discussions, together with a summary of how any comments have been taken into account in the design development as relevant, are contained within the supporting Statement of Consultation.

Application Documentation

- 1.14. The Application is supported by the following documents in **Table 1.1** located on below, which can be cross referenced to the information provided in this Statement.

Table 1.1 – Application Documentation

Document	Author
<i>Application Site Boundary and Location Plan</i>	Tim Groom Architects
<i>Existing and Proposed site plans, sections and elevations (including drawing schedule)</i>	Tim Groom Architects
<i>Topographical Survey (including Ground Penetration Radar)</i>	Survey Operations
<i>Landscape Strategy and Drawings</i>	Planit-IE
<i>Accommodation Schedule (in Design and Access Statement)</i>	Tim Groom Architects
<i>Design and Access Statement</i>	Tim Groom Architects
<i>Archaeological Desktop Assessment</i>	Pre Construct Archaeology
<i>Broadband Connectivity Assessment</i>	G-Tech
<i>Crime Impact Statement</i>	Greater Manchester Police: Design for Security
<i>Commercial Strategy</i>	Vita
<i>Residential Management Strategy</i>	Vita
<i>Ecological Extended Phase 1 Desktop</i>	Penny Anderson Associates
<i>Energy Statement and Environmental Standards Statement</i>	Ridge Consultants
<i>BREEAM Pre-Assessment</i>	AA Projects
<i>Flood Risk and Drainage Strategy</i>	RoC Consulting
<i>Gateway One Fire Statement</i>	Design Fire Consultants
<i>Ground Conditions – Phase 1 Desktop Study; Phase 2 Site Investigation and Ground Gas Addendum.</i>	RoC Consulting
<i>Local Labour Benefit – Statement of Intent</i>	Vita Group Ltd
<i>Statement of Consultation</i>	Deloitte
<i>TV Reception Survey</i>	G-Tech

Document	Author
<i>Transport Statement</i>	Vectos SLR
<i>Travel Plan</i>	Vectos SLR
<i>Mechanical and Ventilation Statement</i>	Ridge
<i>Waste Management and Servicing Strategy (including MCC's Waste Pro-Forma)</i>	Vectos SLR
<i>Heritage Statement</i>	Deloitte
<i>Sequential Test</i>	Deloitte
Environmental Statement	
Volume 1 – Environmental Statement • Introduction • EIA Methodology and Significance Criteria • Site, Surroundings and Description of Development • Consideration of Alternatives • Construction Management and Phasing, prepared by Renaker • Technical Chapters: ○ Air Quality, prepared by Cundall ○ Climate Change, prepared by Cundall ○ Daylight, Sunlight and Overshadowing, prepared by Proximity ○ Human Health, prepared by Enfusion ○ Noise and Vibration, prepared by Cundall ○ Socio-Economic, prepared by Ekosgen ○ Townscape and Visual Impact, prepared by Planit ○ Wind Microclimate, prepared by Arch-Aero • Residual Impacts • Type 1 Cumulative Effects Volume 2: Technical Appendices Volume 3: Non-Technical Summary	

Structure of the Planning and Tall Building Statement

1.15. The remainder of this Statement is structured as follows:

- **Section 2** – outlines the strategic context and highlights the opportunity for the proposed development;
- **Section 3** – provides a description of the Site and surrounding area;

- **Section 4** – describes the form of the application and Proposed Development;
- **Section 5** – details the relevant documents that make up the Development Plan and material considerations;
- **Section 6** – provides a broader planning assessment of the Site specific planning issues;
- **Section 7** – presents a detailed evaluation of the proposed tall building;
- **Section 8** – considers the public benefits of the Proposed Development; and
- **Section 9** - concludes by summarising the case for the grant of Planning Permission

2. The Opportunity and Strategic Context

- 2.1. Manchester, and the wider Greater Manchester region, is at the heart of the Northern Powerhouse. The City of Manchester is the acknowledged capital of the north of England and the centre point of a trans-Pennine and pan-northern economy. As a primary driver of economic and employment growth, Manchester has an important role to play in providing the business infrastructure capable of providing opportunities for the wider conurbation and beyond.
- 2.2. As such, Manchester City Centre is a location which has an important contribution to make to levelling-up and the re-balancing of the national economy, and with a constrained city centre land supply, there is a need to ensure the city centre can provide the modern economic infrastructure to capture economic and employment growth.
- 2.3. In this regard, the Plot 10b proposals form part of a wider proposition Plot 10 First Street to deliver sustainable economic growth, including with this PBSA element supporting the higher education sector within the Region.

City Centre Vision and Regeneration Priorities

- 2.4. The vision for the City Centre is well developed through various Strategic Regeneration Frameworks ('SRF') covering specific areas and neighbourhoods, which are effective vehicles for place-led regeneration, and through the overarching City Centre Masterplan (2015-2018) endorsed by Manchester City Council's Executive in March 2016. The Strategic Plan identifies that the City Centre should act as a driver of economic growth and a major employment centre which is expected to experience further significant employment growth in the coming years with another 15,600 jobs predicted by 2025.
- 2.5. The Site sits within two strategic priority areas of the City Centre:
 - The First Street SDF was originally endorsed by MCC's Executive Committee in 2005 and most recently updated and extended in 2018 and 2020. All iterations of the SDF have established a vision to establish a commercially-led mixed-use neighbourhood at First Street, which is now a thriving and successful part of the city centre: a cultural hub has been formed around Tony Wilson Place with HOME and associated complementary hotel, leisure and F&B units; First Street Central is a successful office destination with a multitude of high value, national businesses, bringing jobs to the city; and works are under-way to deliver innovative high-density co-living accommodation at First Street South.
 - Oxford Road Corridor is Manchester's innovation district and a destination with a unique concentration of knowledge business and cultural assets. The Oxford Road Corridor Strategic Spatial Framework was produced in March 2018 on behalf of the Oxford Road Corridor Partnership to accompany the Corridor Strategic Vision 2025. Committed and planned investment in the Oxford Road Corridor between 2015 and 2025 is estimated at £2.6 billion to foster research, innovation, commercialisation, skills and academic excellence. The Spatial Framework identifies potential clusters of activity, including Professional Services consisting of principally new Grade A office space at the north end of Oxford Road, a mixed-use development zone to the south of Oxford Road Station, creative and cultural focus anchored by HOME at First Street, and educational centres based around University of Manchester (UoM) and Manchester Metropolitan University (MMU) campuses.

Higher Education in Manchester City Centre

- 2.6. The Oxford Road Corridor is the focus of higher education within Manchester City Centre, including the UoM, MMU and Royal Northern College of Music ('RNCM'). The Site is approximately 5 to 10 minutes' walk from all of these higher education institutions.

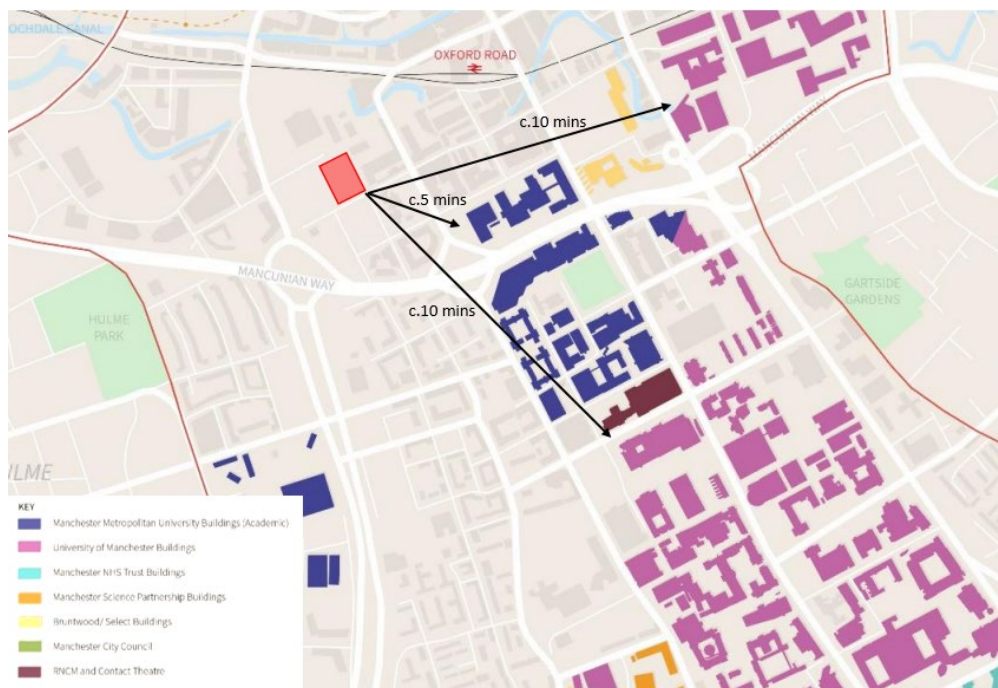


Figure 2.1: Site (shaded in red) shown within in approximate walking distances from Higher Education Institutions Buildings (basemap sourced from Oxford Road Spatial Framework (2019))

- 2.7. Given the city centre location of the Site it is considered that the Proposed Development is most likely to cater to these three institutions. The University of Bolton and University of Salford are discounted from further discussion within this Statement.
- 2.8. Manchester's centres of excellence in research and higher education have played a critical role in Manchester's economic growth. Supporting these facilities to further expand is of great importance to the future economic growth of Manchester. 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 Manchester¹. In addition, it is estimated that the universities also support a further £945 million of economic impacts such as through student, staff and visitor spending². The universities also provide significant 'spill-out' 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.
- 2.9. Graduates from Manchester's universities are seen as 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.

Higher Education Provider's Strategic Vision

- 2.10. UoM, MMU and RNCM have all set strategic visions which set out their ambitions and guide their investment decisions over the coming years. These have been summarised below.

¹MCC Economic Scrutiny Committee 'Contribution of Higher Education Institutions to Manchester's Economy' (November 2021)

² Ibid

University of Manchester Strategy

- 2.11. UoM's five-year vision is to *"be recognised globally for the excellence of our people, research, learning and innovation, and for the benefits we bring to society and the environment"* (2020). This vision is filtered through their core themes and goals that focus on people, research, teaching and social responsibility. Building on their growth and research expertise, the university's ambition is to be world-leading.
- 2.12. The university aims to be the chosen destination for international students and lead the world in new discoveries by resolving global challenges. To extend their global reach, they have invested in digital capabilities, new campus buildings and the quality of teaching and research. International collaboration such as joint postgraduate opportunities and interdisciplinary research will increase their recognition and help attract more students.
- 2.13. The ambition to be in the top 25 universities globally will in turn raise their profile and increase investment and will enable the provision of world-class facilities and attract the best students globally.
- 2.14. Over the last ten years, the UoM has invested heavily in their campuses. Consolidating the estate into a single campus, they have refurbished or constructed new buildings and improved the public realm. Major developments include the largest UK engineering campus that will support 8,000 interdisciplinary engineering students and staff.
- 2.15. In 2019, construction completed on over 1,000 student rooms alongside large-scale improvements to existing student accommodation which have helped modernise the university's offering. Their 2010-2020 estate strategy set out plans to use private sector partnerships to increase their student accommodation to meet the needs of their growing student population.

Manchester Metropolitan Strategy

- 2.16. MMU plans to overhaul its image and reputation, to attract high quality students, staff and research investment. The university's strategy to 2030 centres around ambition, community, place, partnership and sustainability. Their core goals to provide excellent education and research are underpinned by strategies to enable the step-change in their profile.
- 2.17. The university will target investment at its disciplinary strengths to develop education and research that can influence policy, be widely recognised and push their core industries of Business and Law, Arts and Humanities, Science and Engineering, Health and Education forward. Through partnerships with business and government leaders regionally and nationally, MMU aim to produce highly skilled students and drive research investment opportunities.
- 2.18. Building their reputation internationally, MMU targets a 50% increase in the number of international students by 2026. They seek to achieve this by internationalising the curriculum, providing a supportive environment for international students on campus and establishing partnerships.
- 2.19. Prioritising the recruitment of students from a diverse range of backgrounds, they aim to increase the degree apprenticeship and postgraduate taught population by double over the next 5 years.
- 2.20. Committing to on-campus education, Manchester Metropolitan University plan to invest in new facilities, refurbishments and green spaces on their campus. They will invest in pursuing a portfolio of projects, including new developments and facilities, refurbishment, conservation of heritage assets, the public realm, and green spaces, enabling a safe, accessible and connected civic campus.
- 2.21. Furthermore, MMU will harness technology to support their education and research priorities by investing in energy and infrastructure networks allowing the university to increase their operational efficiency and meet their sustainability goals.
- 2.22. The University will invest in their residential accommodation to support the influx of new students, with their key aims being to provide accommodation close to campus that will support the needs of a diverse range of students.

Royal Northern College of Music

- 2.23. The RNCM is one of the world's leading conservatoire and performance venues. Their ambition is to influence the progression of music through the advancement of their research and network of industry links.

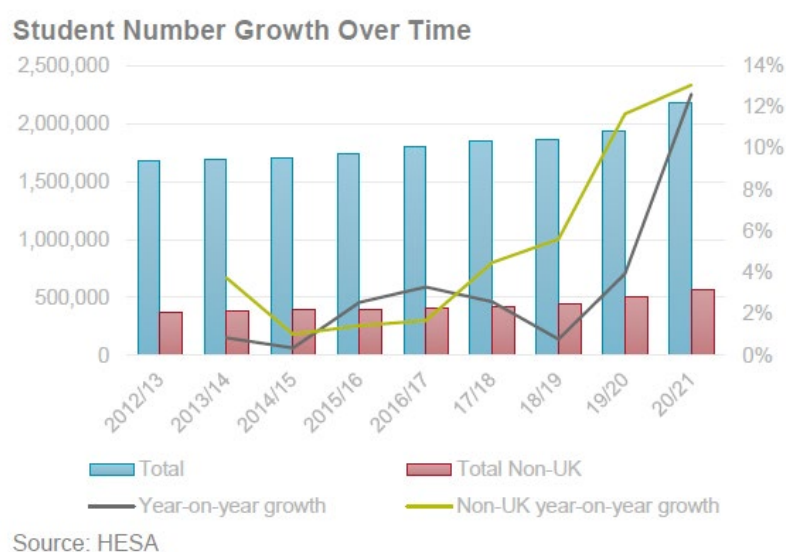
- 2.24. The conservatoire aims to be in the top 10 ranking for music in higher education league tables by 2025. They plan to do this by securing Research Degree-awarding Powers by 2024 and expanding their doctoral programme offer. They aim to be a world-leading hub for music experimentation and build on their global impact.
- 2.25. Over the last ten years, several redevelopments have taken place across the campus to modernise buildings and increase teaching and performance capacity. Including major new performance and rehearsal space, the strategy has made the campus fit for the future and helps it maintain its world-leading status.

A Large and Growing Student Population

National Context

- 2.26. The UK is a world leader in higher education, with 28 universities ranked in the top 200 globally. A total of 2.66 million students were studying in over 160 universities and higher education institutions across the UK in 2020-2021.
- 2.27. The UK's reputation for high standards of teaching and innovative research attracts students from across the world to study in the UK. The UK had the second most international students in the world in 2022 at 605,130 students of which 75% are non-EU undergraduate and postgraduate students. The number of international students has increased significantly over the past 5 years alone, by over 150,000 students.
- 2.28. The below graph, **Figure 2.2**, shows the growth in student numbers since 2012 (a significant date due to the adoption of the increase in tuition fees). The graph demonstrates the strong demand for UK universities both nationally and internationally continues to increase year on year.

Figure 2.2: Student Number Growth (Source: Cushman and Wakefield, Student Need Assessment, 2022)

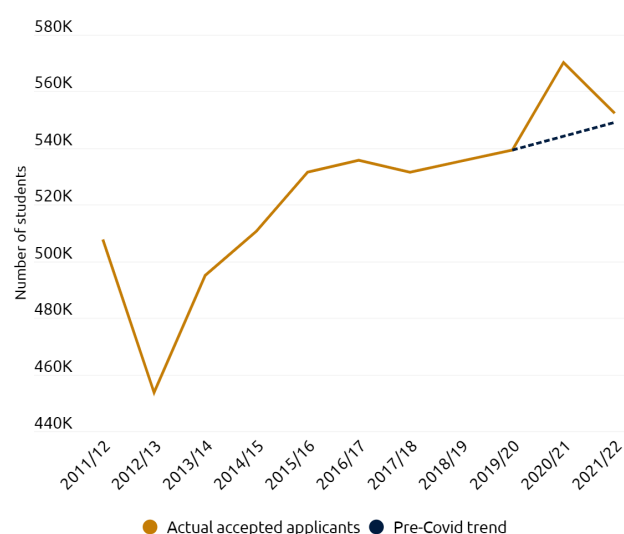


- 2.29. Whilst the UK's 18 year old population has recently declined, it is projected to increase by 24.8% over the next ten years (source: ONS). This, coupled with the growth in university enrolments, will create a larger student pool and increased demand for student accommodation. Globally, there is also estimated to be an increase in the number of young people. The number of 15-24 year olds is due to grow from 1.18 billion (2020) to 1.27 billion in 2030. Cushman and Wakefield set out that this is projected to increase the number of international students significantly, estimated to be a 160% increase compared to 2015 levels.
- 2.30. It is important to note, however, the changing context for international students. Since Brexit and from 2021, EU students face higher fees and would not be eligible for fee loans. Consequently, the number of EU students has fallen to levels not seen since 1994, a 65% reduction from 2020 to 2022. While enrolment from EU students saw a decrease in 2021/22, non-EU first year enrolments rose by 32%. This may largely be

attributed to the introduction of a post-study work visa launched in 2020/21, allowing graduates to stay in the UK for a period of up to two years post-study to find employment, or three years for doctoral students³.

- 2.31. The UK's student population has steadily risen by 45% over the last twenty years due to the increase in population, migration and a push towards more young people going to university. Since 2016/17 there has been a higher rate of increase in students due to the removal of the cap in student enrolments. Between 2019/20 and 2020/21 there was a 9% increase in student numbers which could be due to the impact of the pandemic on the job market and travel.
- 2.32. The following graph, **Figure 2.3**, shows the extent of the increase in the number of students who have been accepted onto university course, the student population since 2011, highlighting the spike in applications during the COVID-19 pandemic.

Figure 2.3: Student Applications via UCAS (Source: UCAS / LGIMRA Research 2022: Student housing supply is not making the grade - React News)



- 2.33. As a result of these key socio-economic factors, 2022 saw a new record of full-time undergraduate applications submitted through UCAS was set at 767,000, demonstrating the highest level of demand nationally.

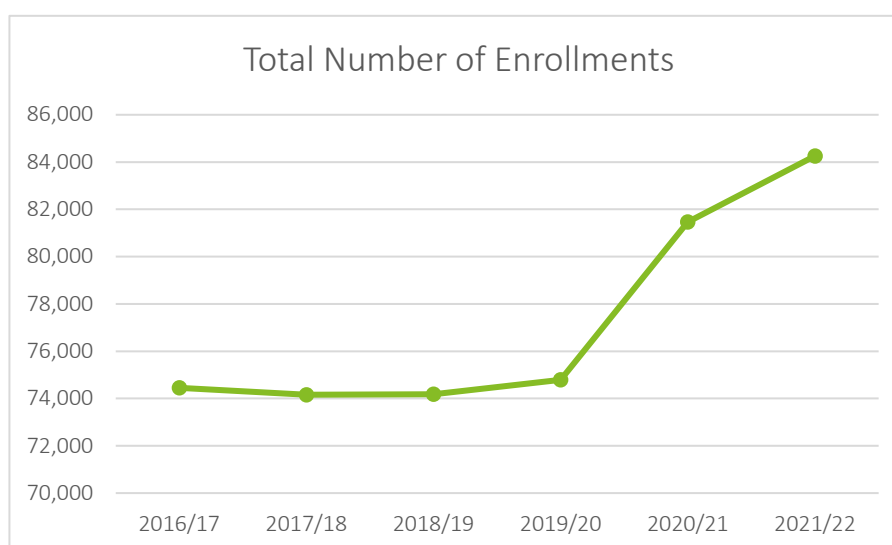
Manchester City Centre Context

- 2.34. Manchester has the third largest full-time student population in the UK after London and Birmingham⁴. Since 2016 there has been a circa. 12% growth in the number of students studying in Manchester.

³ Source: HESA (January 2023). HESA 2021/22 - *Where students come from and go to study*

⁴ Source: HESA 2011/12 to 2020/21

Figure 2.4: Total Number of Enrolments at UoM, MMU and RNCM since 2016/17 (Source: HESA)



- 2.35. In the academic year 2021/21 there were 84,260 enrolments across the three higher education providers, an increase of c.3% from the previous year.

Table 2.5 – Enrolment breakdown (Source: HESA)

University	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
MMU	33,010	33,080	33,050	33,420	35,940	36,980
UoM	40,490	40,140	40,250	40,485	44,635	46,410
RNCM	955	940	880	890	895	870
Total	74,455	74,160	74,180	74,795	81,470	84,260

- 2.36. Of the 84,260 students, there were 74,665 full-time student enrolments across the three universities in 2021/22, representing 88% of total students. These full-time students are those most likely to require local accommodation during their time at university.

Table 2.6. : Full time Enrolment (Source: HESA)

University	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
MMU	28,025	27,965	27,985	28,450	30,195	31,555
UoM	36,910	36,650	36,580	36,740	40,305	42,260
RNCM	945	930	870	875	880	850
Total	65,880	65,545	65,435	66,065	71,380	74,665

- 2.37. UoM has the second highest number of international students across UK universities, totaling 18,170 international students and comprising 39% of its student population. MMU has a total of 2,890 international students representing 8% of its student population. It is also beneficial to look at the number of applications each university receives each year. This is because it highlights the demand for spaces at the university and is a good indication on potential growth for the academic year prior to full data being available⁵.
- 2.38. On average, UoM receives over 80,000 applicants per year. The number of undergraduate applications to the UoM has increased by 44% in the five years between 2017 and 2022 with undergraduate applications from international students rising a significant 81% within the same period. The UCAS End-of-Cycle 2022 Data

⁵ RNCM does not utilise UCAS and therefore the data for the number of applicants is not readily available.

demonstrates that there were 92,310 applications to UoM for the 2022/23 academic year, a c.4% increase from 2021/22.

- 2.39. MMU has also seen an increase in applications to undergraduate courses in the five years since 2017 with a 22% increase overall and an increase of 20% with international students. The UCAS End-of-Cycle 2022 Data demonstrates that there were 65,285 applications to MMU for the 2022/23 academic year, a c. 15% increase from 2021/22.
- 2.40. It is therefore anticipated that both universities will have seen an increase in the number of enrollments for the 2022/23 academic year.

Need for PBSA in the Oxford Road Corridor

- 2.41. The need for new PBSA to support the growth and changing demographic of student demand since the Core Strategy was adopted has been acknowledged by MCC, in two related Reports for Resolution to its Executive Committee. These reports also establish the Council's objective to locate new PBSA within the Oxford Road Corridor in close proximity to the city's universities.
- 2.42. On 13 November 2019, the Executive Report on Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context (13 November 2019). It sets 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 levels across the City and high-levels of council tax exemptions in traditional market housing stock. The Report therefore suggests 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 concludes that the Oxford Road Corridor is the appropriate location for such new PBSA where students have easy access to the city's university campuses.
- 2.43. The conclusions of the November 2019 were subsequently reiterated and approved in the Executive Report dated 9 December 2020 titled Purpose Student Accommodation in Manchester. In responding to consultation comments received on the November report, Officers note 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.
- 2.44. This need for well-located PBSA has been further established by two appeal decisions determined within the local authority area in 2022:
- **Appeal Reference APP/b4215/W/21/3287525 (17 May 2022) – Land at Deansgate South, Manchester M3 4LB** - The Inspector concluded that, *"There is an accepted quantitative need for the proposed PBSA scheme and it is not certain that there are enough schemes in the pipeline to meet PBSA demand over the next few years...The same observation can be made about the qualitative need for the proposed PBSA scheme. It is undisputed that student numbers at UM and MMU will increase over the next decade and it is also undisputed that the percentage of international students, particularly those from the Far East, will increase at a greater rate. Such students are not generally attracted to living in shared houses and are willing to pay more for PBSA."*
 - **Appeal Reference APP/B41215/W/21/3286831 (12 July 2022) – Oakley, 188 Wilmslow Road, Manchester M14 6LJ** – The Statement of Common Ground between the Appellant and the Council acknowledged that there is a need for new high-quality PBSA, with the dispute being the location of that demand, which the Inspector notes at paragraph 24, *"The Council consider that need is to be accommodated in the city centre and the Oxford Road corridor due to the pipeline of such development in those areas and student preference, especially from international students."*
- 2.45. There is therefore an undisputed quantitative and qualitative need for new PBSA within the Oxford Road Corridor and in close proximity to the City's universities.

- 2.46. The Proposed Development has been designed specifically to address that need, which has been further explored by Deloitte and Cushman and Wakefield in support of this application.
- 2.47. Cushman and Wakefield estimate that there are approximately 26,830 beds in the Manchester PBSA market for the 2022/23 academic year, making it the fourth largest PBSA market in the country. Over the last 10 years, the city has seen the second fewest number of new deliveries of any major market, and the lowest net increase in beds of any major markets.
- 2.48. Recent new PBSA provision includes MMU's schemes at Archway, Downing's River Street Tower, Vita's Circle Square, Unite's Artisan Heights and Mansion Students Mansion Point. However, it is acknowledged on MMU's website itself that there is a shortage of student accommodation in Manchester.
- 2.49. The lack of development in Manchester of PBSA between 2012 – 2022 is considered to have resulted in increased competition for bed spaces, lack of availability and fewer higher quality schemes being available to students overall in Manchester.
- 2.50. Cushman and Wakefield set out that only 28% of the accommodation on offer scores highly for room quality (high and premium). Only 22% of accommodation is deemed to be high or premium quality for facilities and amenities. This is also reflected in the type of rooms available including a smaller number of studios and larger number of shared bathroom bedrooms than the national average. The quality of accommodation is a key consideration for students considering university offers alongside the amenity offer. In particular, there is a notable absence of smaller clusters in the existing PBSA stock.
- 2.51. It is estimated by Cushman and Wakefield that the PBSA development pipeline currently stands at 2,132 beds which is considered to be a small number for a market of this size. Consequently, the student to bed ratio stands at 1.91, meaning that 24,390 students with a requirement for a bed are unable to access one in PBSA.
- 2.52. The shortfall of PBSA bedspaces was made particularly evident during the start of the 2022/23 academic year whereby it was documented by the press that students were not able to secure housing within Manchester and instead having to commute from neighbourhood cities and towns⁶.
- 2.53. As a result of the lack of recent investment in PBSA, lack of availability and lower quality of accommodation is increasing pressure on HMOs (Houses of Multiple Occupation) in Manchester. In 2019/2020 there were 20,175 students living in Manchester HMOs. The majority of HMOs (27% / 5,485 students) are located in Fallowfield, followed by Rusholme / Victoria Park and Withington. There is evidence, however, that students are increasingly looking to live in the city centre, based on council tax exemptions for high quality residential accommodation including those with added amenities with their rent such as access to gyms.
- 2.54. The growth in student numbers has coincided with increased pressure on Manchester City Centre's housing supply. Therefore, students choosing to live in HMOs are reducing choice and potentially contributing to increased rents across the City Centre. It is anticipated that as demand for student accommodation increases in line with the projected growth in student numbers, there will be increasing pressure for HMOs to meet demand given the lack of investment in PBSA.
- 2.55. In light of the current shortage of bedspaces, Cushman and Wakefield have modelled the future demand for student accommodation. The student bed ratio has been conservatively modelled to understand the future impact on the demand pool. It is estimated there will be 5,385 more students forced into HMOs by 2029 / 2030 despite the PBSA pipeline, a figure which will be much higher if current growth continues. If the modelling is based on the growth experienced between 2013/2014 and 2020/2021 the gap in demand is 14,772 bedspaces. This would bring the total requirement for PBSA in 2029/2030 to 40,202 bed spaces.
- 2.56. MCC has set out that over the last ten years, PBSA has increased by approximately 500 bed spaces per annum. On this basis and the identified PBSA pipeline, there is still a gap of 37,297 beds. In their Statement of Case for the Appeal APP/B41215/W/21/3286831 MCC accepted that there are not enough schemes being brought forward in the right locations (i.e. the Oxford Road Corridor in close proximity to the university campuses) to meet the identified PBSA demand in the next few years.

⁶ [‘Devastated’ UK students forced to live in neighbouring cities in university accommodation crisis | Student housing | The Guardian](#)

The combined First Street opportunity

- 2.57. The First Street SDF sets out a clear vision for the future enhancement and regeneration of this part of the city centre through the identification of opportunity sites that will catalyse further investment and drive positive change. In particular, the development that will take place within the framework will help to create a commercially-led mixed use neighbourhood in this strategic location.
- 2.58. First Street's locational characteristics provide a unique opportunity to address PBSA demand through a mixed-use development that will catalyse zero carbon office development such as Plot 10a to strengthen the market position of First Street and act as a differentiator in the Manchester Market. In this regard, Plot 10a and Plot 10b are a combined proposition at the heart of First Street.
- 2.59. First Street is located in a strategic location within a key part of the City Centre known as the 'Southern Arc'. This area benefits from being in close proximity to the heart of the City Centre but is also well served by public transportation including Manchester's Oxford Road and Piccadilly Stations and the Metrolink. Manchester Oxford Road is a key transport corridor providing direct access to university's main campuses. First Street site at a node, in the City Centre, being adjacent to the Civic Quarter and the growing Great Jackson Street area, as well as sitting within the Oxford Road Corridor.
- 2.60. As set out in more detail in Section 3, First Street is now an established mixed-use neighbourhood anchored by its distinctive cultural and leisure offer; large flexible Grade A offices; and bespoke residential uses. However, despite this success to date – the latest phases of development have been slower to progress and there is a need for First Street to evolve its offer to maintain a distinct offering and respond to market changes. This evolution has been successfully demonstrated with the recent planning permission and start on site of Plot 9a, a net-zero carbon Grade A office that has been pre-let to the Government Property Agency. In order to ensure the momentum continues, it is important that Plot 10 brings forward complementary uses that bring new dynamism and activity.

House of Social

- 2.61. Vita's House of Social product has been derived from their own experiences within the Build-to-Rent (BtR) and PBSA sectors. Vita noted that they were having increasing numbers of students looking to live in their BtR products whilst there was still availability in their existing PBSA buildings within very close proximity. For example, over 50% of enquires at their PRS scheme are by students, despite the building advertised as strictly no student booking. This led to Vita exploring why this was the case and from this research concluded that students were seeking to share with a small number of friends – as opposed to studios or in larger clusters. In addition, these students were looking for the high-quality finish and amenities found within the PRS product but which is less common in existing PBSA schemes. Vita's findings would align with the location of high numbers of council tax exemptions within the City Centre which show that the high-quality PRS product in proximity to Oxford Road Corridor is highly sought after by students.
- 2.62. This research led to the creation of the House of Social product. The product focuses on:
- BtR quality apartments and amenity exclusively for students.
 - Fitness facilities.
 - Cluster accommodation withing 5 and 6 bed apartments that combine the flexibility of self-contained studios with a shared living space. These have been adapted from Vita's BtR products so as to suit student preferences and with bedrooms and communal areas both sized larger than those currently on offer in existing PBSA.
 - Inclusion of affordable rent and nomination agreements with MMU.
 - A large ground floor food hall that would be open to both residents and the general public.
 - The full Vita management wrap, commitment to quality and customer-focused ethos, as is delivered across all their products.
- 2.63. The House of Social product therefore directly helps to meet an identified shortfall of student bedspaces within the Oxford Road Corridor in close proximity to both MMU and University of Manchester campuses and directly helps MMU to meet their accommodation needs.

House of Social Foodhall

- 2.64. The Foodhall will activate River Street and extend the vibrancy of Tony Wilson Place southwards, enhancing linkages to Hulme and Macintosh Village, as envisioned in the SDF. It will bring a new asset to this part of the City, attracting footfall from residents from Great Jackson Street, Deansgate Square, Knott Mill and eastwards through to Circle Square and the wider Oxford Road Corridor. This vibrancy will help to create ingrain First Street into the wider City Context and fully establish First Street Central, linking together the well-established First Street North and the under construction First Street South. The PBSA element of the mixed-use proposition will raise the standard in PBSA schemes and contribute to footfall throughout the day and complement the commercial-led First Street neighbourhood, as well as purposefully connect the higher-education focused Oxford Road Corridor and First Street together.

Complementing next generation sustainable office development

- 2.65. As set out in Section 1, this planning application is submitted in tandem with planning application ref. 136043/FO/2023, submitted on Plot 10a for a 5.5* NABERS rated Grade A office, providing large, adaptable floorplates and market-leading facilities to diversify First Street's commercial offer and support ongoing economic growth, taking the opportunity to expand the existing cluster of a range of commercial businesses, cultural hub and residential properties meet the latest occupier requirements that support future ways of working and occupant well-being.
- 2.66. The re-masterplanning exercise enabled by inclusion of the PBSA and food hall proposed on the western portion of Plot 10 has facilitated delivery of this office building by creating two new linear plots. The resultant 10a plot allows delivery of a differentiated commercial office floorplate that better meets current demand and can support the requirements of a NABERS 5.5* rating. Together the developments will see the near completion of the central core of First Street, with solely the Plot 9b commercial office site left to deliver.

Summary

- 2.67. In this context, the Proposed Development will deliver the following benefits to First Street and the city centre:
- Deliver 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, 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.
 - 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;
 - 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;
 - Allow for a more sensitive transition between the modern, higher-rise First Street masterplan to the lower-rise converted mill buildings to the east; and
 - Deliver 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.

3. Site and Surroundings

- 3.1. This Chapter includes a description of the Site, its context in relation to the surrounding area and the Site's suitability for the Proposed Development.

Site Description

- 3.2. The Site comprises approximately 0.3ha hectares of brownfield land and is currently vacant. The planning application relates to land bounded by River Street to the north, River Street and vacant land to the east, Hulme Street to the south, and Plot 10a of the First Street masterplan to west.
- 3.3. The primary development plot is located within Plot 10 of the First Street SDF, which is split into Plots 10a and 10b. Each plot can developed and accessed independently of the other. A separate planning application has been submitted for drainage diversions along Hulme Street and River Street by the First Street Developments Ltd in January 2023 (Planning Ref. 135987/FO/2023) to facilitate both plots' redevelopment.
- 3.4. The Proposed Development will be delivered on Plot 10b, which extends to 0.3ha and is bounded by River Street to the north, River Street and vacant land to the east, Hulme Street to the south and Plot 10a to the west.
- 3.5. Plot 10b's last use was as a temporary event space for organised outdoor events, including Manchester Pride festival, which ended in August 2021. In its current state, the Site is predominantly comprised hardstanding with no structures on-site and a minimal amount of vegetation. It slopes downwards from the south-west to the north-east towards River Street. It is currently hoarded-off with no public access, although locked gates are located to north and south. The Site can be accessed by vehicle via River Street; however, this is restricted by site hoarding around the perimeter and locked gates to north and south.

Surrounding Uses

- 3.6. Immediately to the north and north-west are the completed No.1 and No.8 First Street buildings, which are home to a number of major occupiers including WSP, Autotrader, Amaze, Odeon and Jacobs. James Grigor Square is located north-west of the Site and provides attractive outdoor space.
- 3.7. Beyond this is First Street North, which is now complete. Centred around Tony Wilson Place, First Street North is now a cultural hub for the city including HOME a contemporary art, film and theatre complex alongside a wider mix of uses including student accommodation, an multi-storey car park ('MSCP') and a range of carefully curated food and drink operators, as well as new public spaces.
- 3.8. To the east of the Site there are a number of former mills including Macintosh Mill, Chorlton Mill and Cambridge Mill which are Grade II listed and are in residential and office uses. Further beyond to the east, there is a range of more modern, mixed-use development which include student accommodation, retail, apartment and food and beverage units. Taller developments exist within this area including Unite Students Medlock Heights and Artisan Heights.
- 3.9. To the immediate south is the under construction Plot 11 Downing site (Ref: 125573/FO/2019), which is the construction of four co-living towers of varying heights (between 10 and 45 storeys). Slightly further south of the Site, beyond Parkway Gate and Medlock House student accommodation, is the Mancunian Way – a key arterial vehicle route into the City.
- 3.10. Immediately west of the Site is Plot 10a for which a planning application (Ref: 136043/FO/2023) has been submitted for a highly sustainable office development, which has been designed collaboratively with the Proposed Development. Further beyond to the west is Plot 9a which received Planning Permission (Ref: 132600/FO/2021) for a nine storey 'net-zero' office building, being brought forward by Ask at Plot 9a (the northern segment). In June 2022, it was announced that the Government Property Agency (GPA) will occupy the Plot 9a building once complete. Plot 9b remains a vacant future development site.

Site Specific Environmental Designations

Air Quality

- 3.11. The Site is situated in the Greater Manchester Combined Authority Air Quality Management Area (AQMA). For further details on air quality, please refer to the Air Quality Assessment prepared by Cundall.

Ecology

- 3.12. There are no statutory or non-statutory ecological designations within the Site. For further details on ecology, please refer to the Ecological Assessment prepared by Penny Anderson Associates.

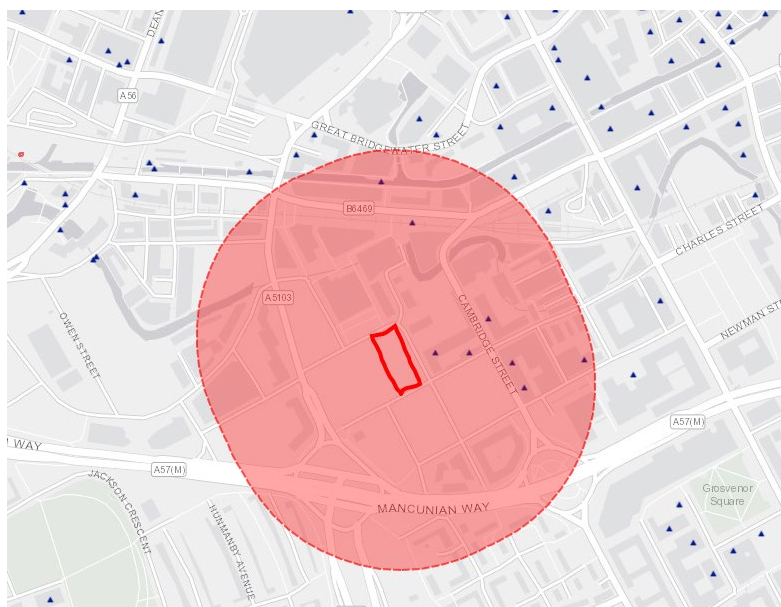
Flood Risk and Drainage

- 3.13. According to the Environment Agency's Flood Map, the north-east part of the Site is located within Flood Zone 2, whilst the remaining areas are located within Flood Zone 1.
- 3.14. The site is located within the Critical Drainage Area prescribed by Manchester, Salford and Trafford Councils' Strategic Flood Risk Assessment.
- 3.15. For further details on flood risk, please refer to the Flood Risk and Drainage Strategy prepared by Ramboll. A Sequential Assessment has been included at **Appendix 2** of this Statement.

Heritage

- 3.16. The Site is not located within a Conservation Area and does not contain any designated or non-designated heritage assets. As shown in **Figure 3.1**, there are nine heritage assets within a 250m radius of the Site. The radius of 250m was chosen to reflect the built up, urban nature of the Site, whilst ensuring assets within a close range that have the potential to be affected, are considered. A Zone of Visual Influence (ZVI)⁷ was produced by Planit-IE indicating sight lines, supporting the proposed radius.
- 3.17. Of most relevance to the Proposed Development are the Grade II former mill buildings located east of the Site including MacIntosh Mills, Cambridge Mill, and Chorlton New Mill.
- 3.18. There are no Conservation Areas within the 250m boundary. Castlefield Conservation Area is located 335m to the west and Whitworth Street Conservation Area is located 396m to the east.
- 3.19. For further details on heritage and the nearby heritage assets, please refer to the Heritage Statement prepared by Deloitte LLP.

Figure 3.1- Heritage assets within a 250m radius (Source: Historic England, 2022)



⁷ The ZVI is submitted alongside this application as part of the Townscape and Visual Impact Assessment contained within the ES.

Accessibility

- 3.20. The Site is in a highly accessible location by a variety of modes of transport. It is located within easy walking distance of the city core with all the shops, restaurants, attractions, amenities and facilities that the city centre has to offer.
- 3.21. It is also in close proximity to existing and emerging residential communities around Cambridge Street, Macintosh Village, Great Jackson Street and Hulme.
- 3.22. Deansgate transport hub – comprising Deansgate Castlefield Metrolink Station and Deansgate Railway Station – is located 350m north-west of the Site. Oxford Road Station is located 375m north-east of the Site. Regular bus routes run along Medlock Street and Cambridge Street immediately adjacent to the Site.
- 3.23. For further details on transport, please refer to the Transport Assessment and Framework Travel Plan prepared by Vectos.

Planning History

- 3.24. Planning permissions on the Site dating back to 1995 are listed below. These are not considered relevant to the Proposed Development.

Table 3.1 – Site Planning History

PP Reference	Description	Status
048549/DF/CMDC/95	Works to make good building facades, boundary treatment and site surface following the demolition of structures on Wilmot Street	Approved November 1995
111240/FO/2016/C1	Creation of a temporary landscaped area in advance of permanent redevelopment	Approved April 2016
130608/FO/2021	Planning Permission for the change of use to allow for temporary events space including the erection of two temporary stages and tent within Plots 9 and 10 of First Street, as well as pop-up concessions stands and a private corporate event space for a period of 12 weeks	Withdrawn 15 September 2021

4. Proposed Development

- 4.1. This Section should be read in conjunction with the submitted application drawings and Design and Access Statement, prepared by Tim Groom Architects. It provides a summary of description of the key elements of the Proposed Development.

Design Evolution

- 4.2. The Proposed Development is a result of a detailed design evolution process. The design has developed as part of detailed analysis of the Site context, technical assessments and feedback received from stakeholders.

Layout within the First Street Masterplan

- 4.3. Plot 10 has been re-orientated from that shown indicatively in the 2018 First Street masterplan. Previously, it was envisaged that Plots 10a and 10b would comprise two offices of equal footprint on the northern and southern halves of the plot. The current proposals for 10a and 10b have re-orientated the buildings so they occupy the western and eastern halves of Plot 10 respectively in longer linear blocks. This design move has the following advantages for Plot 10 as a whole:
- Extension and retention of First Street along a single frontage
 - Extends existing public realm within James Grigor Square southwards towards First Street South
 - Availability of more diverse floorplates
 - Creation of larger office with address directly from Medlock Street and First Street
 - Avoids Plot 10b as a potentially less attractive commercial office location
 - Enables enhanced public realm and landscaping to the setting of the Grade II listed Macintosh Mills
 - Active frontages to ground floor with a direct relationship to James Grigor Square
 - Provides alternative PBSA use which creates a transition to the residential-led uses to the east, and
 - Focus on public realm enhancement along the key routes of River St, Hulme St and First St through the introduction of soft and hard landscaping and external seating areas, creating more vibrant and attractive interfaces.
- 4.4. It is considered that the new layout and mix of uses will allow the buildings to respond more sensitively to surrounding uses and help the legibility of the north-south and east-west connections.

Scale and Massing

- 4.5. The massing proposal has been developed as a response to both the historic and emerging context of the Site. The Proposed Development has gone through a series of design iterations to provide the most optimal and attractive solution. The massing responds to the SRF guidance as well as a restrictive height covenant related to the land title. At 14 residential storeys, the building steps down from Plot 10a creating a transition to the residential and historic buildings to the east. The building is around 24 metres, the equivalent to 6 office storeys, and lower than the maximum height envisaged in the First Street SDF.
- 4.6. The lower section of the building directly opposite Macintosh Mill has been set back so that no mass is proposed within the covenant area. This separation, required by the restrictive covenant, protects the residents of Macintosh Mill.
- 4.7. The upper floors are almost 24 metres away from Macintosh Mills. The ground floor food hall steps out to the north, to engage with and activate River Street and James Grigor Square, whilst creating a generous public realm opposite Macintosh Mills to the south.
- 4.8. Plot 10 is located within the 'Southern-Arc': an area of the city centre defined by the parallel relationship of the railway viaduct and the ring road. The Proposed Development has a prominent position within the

Southern Arc, being sited in between Great Jackson Street, Plot 11 First Street and Student Castle / Artisan Heights which are prominent towers which contribute significantly to Manchester's skyline. There is a clear opportunity for the Proposed Development to help 'knit together' the built form within the wider area.

- 4.9. The Design and Access Statement prepared by Tim Groom Architects sets out the detailed development of the design proposals. As part of this a sequence of building forms, heights and layouts were examined and tested against the accommodation and brief requirements. The scale and massing of the buildings were interrogated in depth during pre-application discussions with MCC. As part of this process a detailed series of massing iterations were presented to ensure that the proposed scale and massing responded to the surrounding context. As part of this the Proposed Development underwent detailed assessment to ensure the massing was appropriate for its context, resulting in a significantly smaller massing than that envisioned in the SDF.
- 4.10. The positive impact of the reduction of height is most significant from the Northern and Eastern Elevations. The Northern Gable End of the building is the primary elevation of the scheme which forms part of the frontage onto James Grigor Square. This elevation is highly visible as you move through First Street from Tong Wilson Place towards James Grigor Square. Forming the book-end to this pedestrian route between One First Street and the existing Vita student scheme. The reduction of building height allows the massing to tie with the built fabric of First Street and allows the massing to step down from Plot 10a toward Macintosh Mill.
- 4.11. The Eastern elevation of the building sits adjacent to the Macintosh Mill Gable End. The reduction of building height allows the massing to tie with the existing Vita Student First Street scheme and lower end of the SimpsonHaugh approved proposal to the south of the Site. The reduced building height also aids with improving the elevation proportions and the banding heights of the plinth, middle section of the building and the crown.
- 4.12. As part of this process, a Townscape and Visual Impact Assessment was undertaken, as detailed in Section 6. The initial ZVI was used to understand where the emerging scale and massing may be visible from and help to identify key views. From these views a series of massing models and wirelines were used to help to further refine the proposals and ensure the proposed scale and massing was appropriate and responds to the surrounding context.

Use and Amount

- 4.13. **Table 4.1** sets out the application proposals:

Table 4.1 – Development Quantum

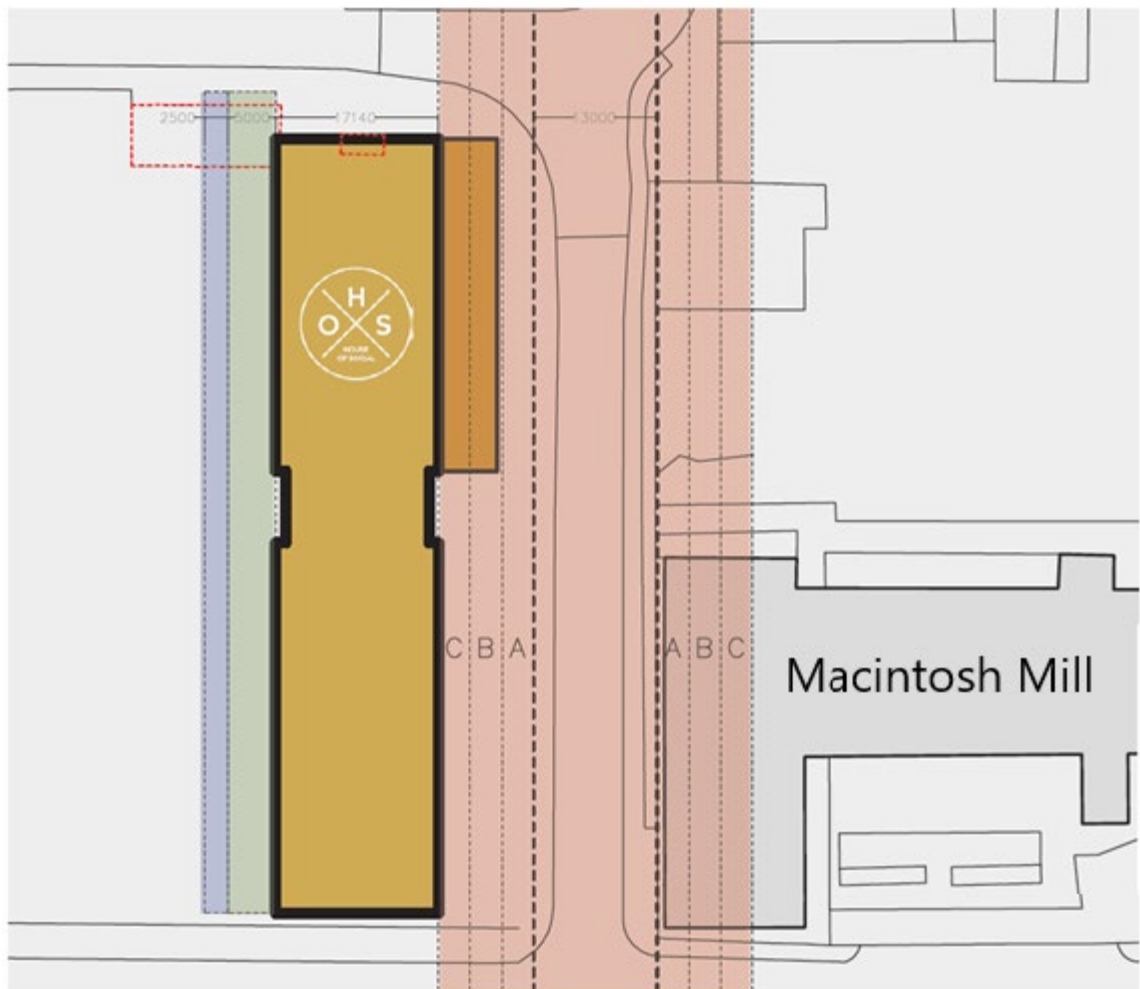
Parameters for Development	
Student Accommodation	<i>576 student bedspaces (Use Class Sui Generis), split between:</i> <i>x76 (6-bed clusters)</i> <i>x24 (5-bed clusters)</i> <i>Including:</i> <i>15% (86 bed spaces) affordable units provided under a nomination agreement to MMU</i> <i>24 studios reserved / adaptable for those with accessibility needs, with two studios fitted out from the outset.</i>
Food Hall	<i>Approximately 1,304sqm (GIA) commercial space (Use Class E and/or Sui Generis)</i>

Maximum Height	14 Storeys (85.3m AOD / 46.1m AGL)
Car Parking	No Car Parking
Cycle Parking	88 secure cycle parking spaces within the building for use by residents and 12 visitor spaces within the public realm.

Layout

- 4.14. The 10b building footprint is defined by separation distances between the Plot 10a office building to the west and Macintosh Mills to the east. Restrictive covenants define acceptable build parameters within the Site, as detailed within the below extract from the Design and Access Statement.

Figure 4.1: Restrictive Covenants, extract from Design and Access Statement prepared by Tim Groom Architects



- 4.15. To the east, a restrictive covenant precludes any development within 13m of Macintosh Mill and places height restrictions on Zones A, B and C such that development cannot exceed the height of the existing mill building in these areas. To the west, a 7.5m no-build zone is required to maintain access for construction and maintenance (shown as blue and green above).
- 4.16. In response, the proposed building line has been set back to be completely outside of the restrictive covenant area where it faces Macintosh Mill. The principal eastern elevation of the building is therefore circa 24m away from Macintosh Mill, almost double that required by the restrictive covenant. The western elevation achieves a circa 12m separation from the proposed Plot 10a office building to the west.
- 4.17. The northern half of the ground and first floors only project eastwards into zones C and B to define the food hall use within. Entrances to the food hall will be located on both the north and east elevations to engage

with and activate River Street and James Grigor Square, helping to provide a link between the commercial heart of First Street and surrounding areas.

- 4.18. The entrance to the student accommodation is located on the eastern elevation. The generous step-back of building from the back of pavement line creates a new area of public realm opposite Macintosh Mills to the south.
- 4.19. The c.12m area between Plot 10a and 10b comprises principally a service route to support efficient operation of each building, whilst minimising back-of-house operations on River Street, Hulme Street and First Street. The northern end of this route is defined as a new pocket-park, extending the green space within James Grigor Square.

Internal Accommodation

- 4.20. The proposed scheme for Plot 10b provides purpose built student residential accommodation from first to twelfth floor with an offering of communal amenities at ground floor and mezzanine.
- 4.21. The internal accommodation is split into a north and south section by a central core located centrally, rising from ground to roof. The core contains the majority of the building's service risers, firefighting shafts and vertical circulation.
- 4.22. Within the northern part of the ground floor layout is the food-hall which is supported by WC's, dedicated refuse stores, kitchens and food storage. The food-hall is double height and comprises a mezzanine, providing for a large open space connected to the first floor. In the southern part of the ground floor there is an entrance lobby to the student accommodation as well as student amenity spaces including a gym, cycle store and co-working space. Back of House function such as laundry, comms, parcel store and staff rooms are also included in the ground floor as well as substations and building plant.
- 4.23. The internal upper floors consist entirely of residential accommodation arranged in clusters. The residential accommodation is accessed via corridors located centrally along the axis of the building. Each enters directly into a generous communal area encouraging social interaction.
- 4.24. The first floor comprises of the mezzanine to the food-hall which provides accommodates extra seating and WC's. Separated by the central core there are 4 (6-bed) student clusters on the first floor providing 24 student bed spaces.
- 4.25. Typical floors of the Proposed Development comprise of 6 (6-bed) clusters and 2 (5-bed) clusters providing a total of 46 student bed spaces.
- 4.26. The roof level comprises of an air source heat pump and other building plant.

Scale and Massing

- 4.27. The building is 14 residential storeys tall (85.3m AOD / 46.1m AGL), equivalent to circa 10 commercial office storeys. The height steps down from the office building proposed on Plot 10a by over 13 metres (10a proposed height is 90.3m AOD / 59.37m AGL). This creates a transition in scale from the modern commercial heart of First Street to the lower-rise former mill residential buildings to the east.
- 4.28. The long linear form creates an opportunity to establish a strong building that echoes the Victorian mills characteristic of Macintosh Village to the east. The gable ends present a slender form, with the northern gable punctuating the route southwards from Tony Wilson Place through James Grigor Square.

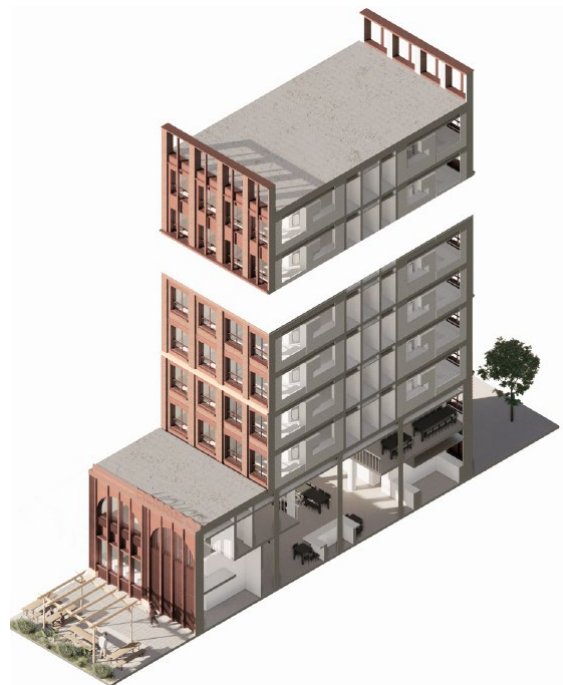
Appearance and Materiality

- 4.29. The Proposed Development has been carefully crafted to take cues from the existing and emerging surroundings and use these to create contemporary, high-quality architectural design for this part of Manchester City Centre. As with the layout, scale and massing of the building, the appearance and materiality has been developed with the existing and emerging context in mind, to manage the transition from modern to traditional.
- 4.30. The building has followed best architectural practice and is founded on the concepts of a strong plinth, a middle, and a crown:

- The ground and mezzanine floors are defined by tall arched openings which are punctuated by large areas of glazing, activating the street. Opportunities for informal interaction between the internal functions and the surrounding streets are created by covered canopies for external seating and service hatches for food and beverage. Stepped brickwork and articulated metalwork add detail and depth to the facade which can be appreciated at the human scale.
- The central section responds to the regular rhythm of the historical mills in the surrounding area, whilst benefiting the internal accommodation by maximising natural daylight and ventilation into the bedrooms. The aluminium panel provides decorative detail and also obscures the day-to-day clutter of the bedroom to ensure a consistent and high-quality external appearance.
- The top element, or crown, of the building will be visible from the wider range view of the Site. As such, it is proposed that the upper floors will provide a distinctive architectural element. The upper floors, or crown, of the building are articulated by elegant detailing defined by slim pilasters and arched openings. A change in material between the bays adds to the perception of further depth, from masonry to aluminium panels.

- 4.31. The building is contemporary in its architectural resolution whilst also comfortable in the immediate context. The primary material is brickwork that is similar in tone to that of the surrounding historic context. The regular grid of the facade is featured to the east and west elevations, with openings expressive of their internal function. The facade has been set out to keep the brick piers and window openings consistent across the length of the building. This provides a uniform expression reminiscent of the nearby mills.
- 4.32. Secondary detail within the ordered facade provides depth and layering with stepped piers, string courses and elegant pilasters to upper floors. Entrances are demarcated by enlarged arched openings and architectural embellishments such as multiple stepped brickwork, referencing those of Macintosh Mill.
- 4.33. Layering of the facade is created through the use of aluminium detailing as secondary material in deeper red tones to enrich the facade. Internally, the use of industrial materials and timber maintain continuity provide warmth.

Figure 4.2 – Sectional drawing of the proposed building showing the proposed façade approach by plinth, middle and top (Tim Groom Architects, 2023)



Landscaping Strategy

- 4.34. The landscaping strategy, designed by Planit-IE, is a continuation of the aesthetic and quality of the wider First Street masterplan. It is characterised by generous footways and new dwell-spaces and green infrastructure.

Figure 4.3 – Proposed Landscape General Arrangement (Planit-IE, 2023)



- 4.35. The concept for the public realm is to create a series of contemporary and distinctive spaces that will become both a destination in their own right and a stepping-stone to connect future commercial phases, leisure uses and existing residential areas within the locality.
- 4.36. A contemporary palette of materials reinforces this as a key quality destination defined by a simple, robust palette of landscape elements, in part this echoing the surrounding industrial heritage.
- 4.37. To the north, the proposed public realm associated with the plot 10b application enhances the pedestrian connection along River Street to Tony Wilson Place, James Grigor Square and HOME. The proposals aim to provide improved north-south connections from James Grigor Square with the inclusion of a shared surface crossing and the use of Yorkstone paving to match the existing material at First Street.
- 4.38. A new 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. The space is designed with mixed shrub and perennial planting as backdrop and a provision for F&B spill out associated with the Plot 10b food hall. Small and simple, the space offers a contrast to the larger spaces found across the estate. Opportunity for sitting and dwelling are provided in the public realm space between this development and 10a development. Bespoke seating discs will draw people to the space creating a destination. Wide zones adjacent to the buildings and within the space allow for flexible spill-out dining opportunities.
- 4.39. A linear planting area along River Street to the west is proposed including a rain garden that acts as part of the wider SuDS system. Pollinator friendly species and ecology features such as bee posts will be incorporated to create a habitat that encourages biodiversity in Manchester city centre.
- 4.40. To the south, Hulme Street will be a simpler paved street with trees and planting to add colour, scale and maximise tree planting opportunities.
- 4.41. Throughout, trees are planted along pedestrian thoroughfares, with 15 provided in total.

- 4.42. Please refer to Planet IE Landscape Design and Access Statement for full details of the Landscape and Public Realm proposals.

Waste and Servicing

- 4.43. A service yard area is provided between Plots 10a and 10b with access for vehicles serving both buildings taken from Hulme Street. In this area, the highway will be defined by low kerbs over which the vehicles can overrun. The eastern part of the service area will be delivered as part of this application, which is also designed to operate effectively ahead of the development of Plot 10a or whilst it is under construction.
- 4.44. Whilst pedestrians are encouraged to use First Street and Willmott Street to navigate through the area, the service yard will be accessible to pedestrians to provide increased permeability.
- 4.45. Large vans accessing the Food Hall will approach the food hall, make a 3-point turn and again exit in a forward gear. Access by larger vehicles such as refuse vehicles will be via a reversing manoeuvre from Hulme Street. Here a banksman would manage the reverse and the manoeuvre along with the bin transfer routes.
- 4.46. A loading bay is proposed on the eastern elevation facing River Street. There will be a 20-minute time limit on this managed by the automated number plate recognition system operated by First Street Man Co.
- 4.47. Any external food delivery services will strictly only occur from the service yard. This will 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.

Student Move-In and Move-Out Strategy

- 4.48. A fully detailed arrival procedure has been put together by House of Social to ensure that the beginning of the tenancy and the residents' arrival is carried out with the minimum of disruption to the surrounding highway operation as well as creating the very best impression for the arriving students. House of Social will encourage students to spread their arrival to the accommodation.
- 4.49. 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 of residents throughout the first few days following the tenancy start date.
- 4.50. Students are required to book their arrival online through the student portal and will be assigned a time slot to arrive at the residence to avoid congested arrival periods. Student arrivals will be deliberately spread to ensure a smooth and efficient procedure that does not inconvenience other road users or cause congestion issues. The appointment system which will be implemented, has successfully been used at other student residences operated by Vita, and enables students to choose the time of their arrival – albeit that there is a restriction to no more than 10 arrivals in any hour throughout the weekend.
- 4.51. 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 (Q-Park) located adjacent to the Site. They are advised to park away from the Site in advance of checking in, to avoid the reception area being congested with lots of family members and luggage blocking the entrance.
- 4.52. To ensure the move-in process is managed efficiently, additional staffing resources are employed to manage the road congestion and to direct students quickly to their accommodation. The Applicant will liaise with the local police and traffic management bodies and agree a strategy to avoid blocked roads and parking problems.
- 4.53. The student move-out period is managed in a similar fashion to the move-in process. Students are expected to confirm with the Accommodation Team their proposed move-out times and dates. However, busy move-out periods are unlikely as the students tend to move out over an extended period. Departures of students happen over a period of several months, generally around May to July and August to September, depending on the tenancy length.
- 4.54. Additionally, unlike some other traditional halls of residence, residents at House of Social will not need to remove all their belongings at Christmas and Easter, therefore reducing the traffic associated with the site as students are more likely to head home by train or coach, as opposed to a car.

Student Waste Strategy

- 4.55. 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 floor level and is located along west facade adjacent to the service yard. Student residents 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 within the bin store. In general students will not have access to the bin store unless by exception under management guidance (such as to drop off outsized waste). Every two days, the management team will move the refuse bins to the collection point at the day of servicing.
- 4.56. The PBSA bin store will include 16 no. 1100l euro bins.
- 4.57. It is expected the refuse bins will be split into the following uses:
- 8 x General Waste (including organic) – 1100l
 - 4 x Paper / Card – 1100l
 - 4 x Plastic / Metal / Glass – 1100l

Food Hall Waste Strategy

- 4.58. The waste generated through the operation of the food hall is to be collected daily by the Food Hall staff/cleaners and deposited in bins in the refuse store, back of house.
- 4.59. The food hall bin store will include 3 no. 1100l euro bins and 3 x 240litre bins plus space for oil collection.
- 4.60. It is expected the refuse bins will be split into the following uses:
- 2 x General Waste – 1100l
 - 1 x Mixed Recycling – 1100l
 - 1 x Food Waste – 240l
 - 2 x Glass Waste – 240l
 - Oil Waste Space
- 4.61. The Waste Management Strategy prepared by Vectos demonstrates that the proposed bin stores can accommodate the forecast number of bins with some space capacity available if needed.
- 4.62. Please refer to the Waste and Servicing Strategy and completed MCC Waste Proforma prepared by Vectos SLR for additional information on servicing and access and is discussed further in Section 5 of this Statement.

Parking

- 4.63. A total of 88 secure cycle spaces will be provided at ground floor level and an additional 12 visitor stands within the public realm. To encourage active travel choices, House of Social will offer bikes free of charge for students, kept within the cycle store, to use on a regular basis as well as the students being able to store their own bikes within the secure cycle stores.
- 4.64. There are no car parking spaces proposed within the development.

Accessibility

- 4.65. The design of the development has been developed with an inclusive approach to allow easy, safe and secure access to all areas of the landscape and building. As part of the process the design team have given due regard to Equality Act, Building Regulations and MCC's Design for Access 2.
- 4.66. In terms of the PBSA building:
- The primary entrance to both the student residence and cycle store to the east of the building, and the food hall entrance to the north of the building, have level entrances.

- Fully accessible lifts are provided to all levels; inclusive of the food hall mezzanine and there are two primary access stairs through the main building core and both are provided with refuges in line with the requirements of Building Regulations Part M.
- 24 student bedspaces have been designed and sized to be adaptable to meet users' needs in line with Equality Act. Two studios will be fully fitted from day one with all necessary provisions of handles, alarm cords, lowered worktops etc within the living/kitchen and bathroom spaces meeting the requirements of the Part M regulations for a fully fitted accessible studio. The 24 accessible studios can be fitted in advance of move-in as required.

4.67. The public realm has been designed to be inclusive for all, incorporating the following features:

- Suitable width and surfacing of access routes
- Steps and ramps minimised and designed to comply with best practise guidance and Part M building regulations
- Street furniture located off main access routes
- Inclusion of well-designed signage and wayfinding features
- Inclusion of lighting to allow ease of navigation after dark
- There are 28 disabled parking spaces provided in the First Street Q-Park multi-storey car park. In addition to this, there are 3 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.

4.68. Further details of the accessibility of the building can be found within the Design and Access Statement prepared by Tim Groom Architects.

5. Development Plan and Material Considerations

- 5.1. This section of the Statement outlines the planning policy framework which forms the basis for the consideration of the development proposals. This will be examined at a national, regional and local level.
- 5.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:
- 5.3. *“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.*
- 5.4. Accordingly, where relevant to determination of the planning application, Sections 5 and 6 of this Statement considers the Proposed Development against the policies and guidance set out in the documents detailed below.

Development Plan

Adopted Manchester Local Development Plan

- 5.5. The Local Development Framework is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. Within this context the adopted Local Plan for Manchester comprises:
- Saved Policies of the Manchester Unitary Development Plan (2005) (“the UDP”);
 - Manchester Core Strategy (2012);
 - Manchester Proposals Map (2012);
 - Greater Manchester Joint Waste Development Plan Document (2012); and,
 - Greater Manchester Joint Minerals Plan (2013).

Manchester Core Strategy (2012)

- 5.6. The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

Saved Policies of the Unitary Development Plan (1995)

- 5.7. The Unitary Development Plan (‘UDP’) was adopted in July 1995. Coinciding with the adoption of the Core Strategy in 2012, significant proportions of the UDP have been replaced; however, some policies were saved on 11 July 2012 and remain extant.

National Planning Policy and Guidance

National Planning Policy Framework

- 5.8. The NPPF (revised version published July 2021), sets out the government’s planning policies for England and how these are expected to be applied.
- 5.9. At the heart of the NPPF lies the ‘presumption’ in favour of sustainable development; the golden thread running through plan-making and decision taking (paragraph 11). The NPPF notes there are three dimensions to sustainable development; economic, social and environmental.

- 5.10. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating well-designed, beautiful and safe places, with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

National Planning Practice Guidance

- 5.11. The National Planning Practice Guidance (NPPG) was published in March 2014 and is regularly updated. The NPPG sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which will be maintained as a live resource.
- 5.12. The NPPG stresses the importance of good design and that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the need of future generations.
- 5.13. The NPPG references pre-application discussions, Design and Access Statements and Design Reviews as some of the methods that can be used to achieve good design.
- 5.14. The NPPG also sets out processes and expectations on pre-application discussions. The NPPG sets out that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

National Design Guide

- 5.15. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.

Material Considerations

Local Supplementary Planning Documents and Guidance

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

- 5.16. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, and well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.17. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection, GD04 Waste Storage and Collection Guidance for New Developments and GD05 Planning and Noise. The Planning and Noise technical guidance was later updated in June 2022 by Manchester City Council.

Design for Access 2

- 5.18. The Design for Access 2 Manual was published in January 2003, it provides a practical guidance to inclusive design. It requires developments to be fully inclusive and accessible and the Council's vision is for Manchester to be recognised as the most accessible City in Europe. MCC recognises that inclusive design needs to take account of cross-impairment and community-based issues.
- 5.19. The Council will expect developers to comply with the standards detailed in its 'Design for Access 2' Manual, and to produce an access statement, which identifies the philosophy and approach to inclusive design. However, this should also be balanced against new guidance and give consideration of buildings regulations.
- 5.20. Information of how the Proposed Development has been designed to respond to the requirements of Design for Access 2 is contained within the DAS submitted in support of this planning application.

Manchester's Green and Blue Infrastructure Strategy (2022)

- 5.21. MCC recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. The vision for green and blue infrastructure in Manchester is that 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 green spaces and safe green routes for walking, cycling and exercise throughout the City.
- 5.22. Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest.
- 5.23. The Strategy was later updated in 2022, with a new Implementation Plan being developed, highlighting approaches, challenges and projects that will help bring the strategy to life over the coming years.
- 5.24. A summary of how the Proposed Development responds to the strategy is provided in **Appendix 1** of this Statement.

Manchester Climate Change Framework 2020-25 (2022)

- 5.25. The Climate Change and Low Emissions Implementation Plan (2016-2020) is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps that will be taken to become energy-efficient and investing in the natural environment to respond to climate change and to improve quality of life.
- 5.26. On 13th March 2019, MCC fully endorsed the Zero Carbon Framework 2020-2038, outlining how Manchester can meet its aim to be a zero carbon city by 2038. Areas for action in the Manchester Zero Carbon Framework (2020-2038) Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.
- 5.27. In addition, the Council developed a Climate Change Action Plan 2020-2025 to ensure that all aspects of the Climate Emergency Declaration were converted into clear actions with tonnes of CO2 savings included where applicable.
- 5.28. In August 2021 the Manchester Climate Change Partnership adopted and endorsed a roadmap to net zero carbon for new buildings within Manchester. The Partnership is a task force made up of private, public and third sector representatives and has been developed collaboratively with MCC. The roadmap sets out that all new buildings in the City should be net zero carbon from 2023. Whilst the roadmap is not planning policy, it has been indicated by MCC that the roadmap may be considered as part of the new Local Plan.

City Centre Transport Strategy (2021)

- 5.29. A City Transport Strategy to 2040 was endorsed by MCC's Executive on 17 March 2021 and Salford City Council's Regeneration Committee on 22 March, before being fully ratified by the Greater Manchester Combined Authority on 26 March 2021.
- 5.30. The strategy presents an overarching vision for a well-connected, zero-carbon city centre at the heart of the North, offering residents, employees and visitors a great place to work, live in and visit.
- 5.31. As part of the Transport Strategy, the 'City Centre Triangle' has been proposed as a strategic intervention that builds on temporary road closures introduced in response to the COVID-19 pandemic and the Northern Quarter Bee Network scheme to create an integrated cycle network comprising three major routes Deansgate, Whitworth Street and Committed Northern Quarter Cycle Route.

Emerging Wider GM Planning Policy

Places For Everyone 2021 (Draft)

- 5.32. The Draft Plan states that the Plan Area (9 of the 10 Greater Manchester Authorities excluding Stockport) should deliver at least 1,900,000 sqm of accessible new office floorspace over the period 2021 – 2037 (Policy JP-J 3). This will be achieved through utilising the diverse range of employment sites and accessible premises existing in the Plan Area to provide opportunities for all kinds and sizes of businesses, including start-ups,

firms seeking to expand and large-scale inward investment (Policy JP-J2). Policy JP-J 1 of the Draft Plan recognises the importance of developing high value clusters in prime sectors such as advanced manufacturing, digital and cyber, health innovation, including life sciences, low carbon goods and logistics. Furthermore, Policy JP-J 1 highlights that the Plan Area needs to foster an environment that boosts the economic opportunities from the global transition to a low carbon economy whilst providing high quality, sustainable living environments helping to attract and retain skilled workers.

- 5.33. A period of public consultation has closed with regards to the Draft 'Places for Everyone' Plan which ran between 9 August 2021 and 3 October 2021. The Plan was submitted to the Secretary of State for examination on 14 February 2022 with all the supporting documents / background evidence and any representations received during this final stage of consultation. An Inspector has been appointed to undertake an independent examination of the plan. It is expected that the plan will be adopted by the local authorities in 2023.
- 5.34. Whilst the plan has not been adopted, as it is currently subject to ongoing examination, matters against which objections have not been raised do carry some weight in the determination of planning applications.

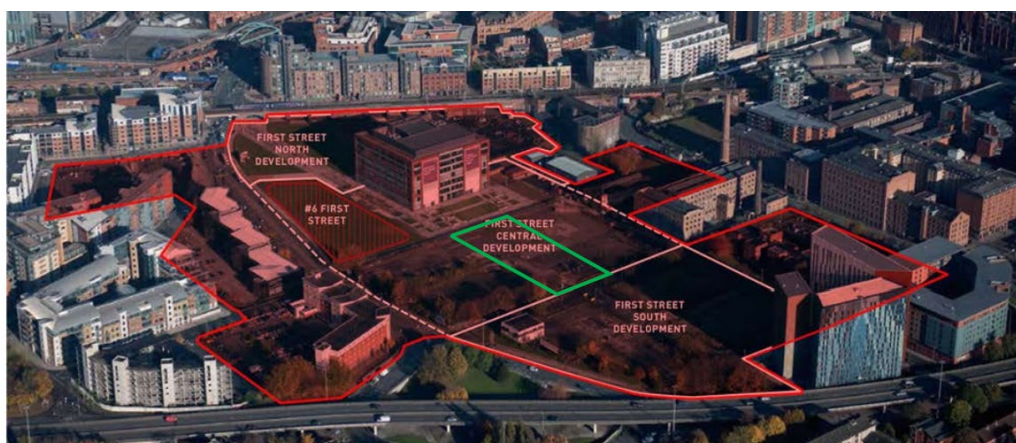
Strategic Regeneration Frameworks and Other Material Considerations

- 5.35. As set out in Section 3, the Site is situated within both the First Street SDF area and Oxford Road Corridor Strategic Spatial Framework areas.
- 5.36. The SDF and Strategic Spatial Framework set out environmental, social, design and economic objectives which are relevant to the attainment of the regeneration of the First Street and Oxford Road Corridor areas where they are supported by existing planning policy. It is not a planning policy document and it is not a site allocations document. As such this document has the status of a "Local Development Document" but not a "Development Plan Document" and should not be considered or viewed as formal planning policy, and does not set out a series of tests to be passed. The role of the SDF and Strategic Spatial Framework is to guide the content of planning applications so that they have in mind the Council's strategic objectives for First Street and the wider Oxford Road Corridor.

First Street Development Framework (2018 and 2020)

- 5.37. A SDF for First Street was originally endorsed by MCC's Executive Committee in 2005, and subsequently updated in 2007, 2010, 2012, 2015 and most recently in November 2018.
- 5.38. All iterations of the SDF have established a vision to establish a commercially-led mixed-use neighbourhood at First Street. Since 2012, this vision has identified four of character zones: First Street North; First Street Central; First Street South; and the Creative Ribbon.
- 5.39. The Site falls within the 'First Street Central' character zone, the commercial heart of the area targeted at a range of commercial occupiers, particularly those seeking the benefits of a central and highly accessible city centre location, competitively priced to help distinguish the accommodation from other locations in the city centre.

Figure 5.1: Approximate Location of the Site (Highlighted in Green) within the First Street SRF Boundary (Red)



- 5.40. 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.
- 5.41. The 2018 SDF was prepared and endorsed prior to the Downing Co-Living proposals progressing on Plot 11 off the masterplan. These proposals changed the immediate urban context of Plots 9 and 10, which need to be considered in developing detailed proposals for these plots.
- 5.42. 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 addendum also provides an added emphasis on green and blue infrastructure, climate change, and sustainability. To this effect, all developments within the SDF area should positively contribute toward the City's ambition to become net zero carbon by 2038.
- 5.43. 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 (2018)

- 5.44. The Oxford Road Corridor Strategic Spatial Framework identifies spatial principles to support themes and objectives set out in the strategic vision. The Framework acknowledges that space to grow could become a significant challenge within the Oxford Road Corridor over the next 10 years which may limit growth potential in the area. The SRF seeks to ascertain an appropriate development mix that reflects the role of residential development and the need to provide additional infrastructure associated with different housing types and target demographics.
- 5.45. To continue this growth and investment the strategy for the Oxford Road Corridor is focused on seven strategic themes which are as follows:
 - I. Supporting the Growth of World Class Institutions
 - II. Accelerating Innovation, Commercialisation and Company Growth
 - III. Championing Transformational Investment
 - IV. Creating a Special Place for People
 - V. Culture at the Heart of Corridor Manchester
 - VI. Developing Smart City Infrastructure & Services
 - VII. Raising The Bar: Increasing the Oxford Road Corridor's Contribution to Economic and Social Inclusion
 - VIII. Raising The Bar: Increasing the Oxford Road Corridor's Contribution to Economic and Social Inclusion

MCC Executive Committee Reports on PBSA

- 5.46. As detailed in Section 2, the Council's Executive Committee considered a report entitled 'Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context'.
- 5.47. The report references that whilst Policy H12 remains relevant, market changes, which have seen higher numbers of second- and third-year students in particular living in the mainstream private rented sector in the city centre, dictate the need to review the interpretation and application of the Policy. The purpose of the review 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.
- 5.48. 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.
- 5.49. 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 concludes 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.”

- 5.50. The policy consideration detailed within these reports are therefore considered with respect of the Proposed Development in the next section.

6. Consideration of Proposed Development

- 6.1. This Section assesses the proposals against the policies in the Development Plan and in relation to the key planning considerations of relevance to this application. A further assessment relating to tall building policies is found within Section 6.

Principle of Development

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy EC3 – The Regional Centre
 - Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
 - Core Strategy Policy CC 4 – Visitors – Tourism, Culture and Leisure
 - Core Strategy Policy CC7 – Mixed Use Development
 - Core Strategy Policy CC8 – Change and Renewal
 - Core Strategy Policy CC10 – Places for Everyone
 - Core Strategy Policy H12 – Purpose Built Student Accommodation
 - Saved UDP Policy RC20 – Area 20 Medlock St / Railway / Oxford St / Mancunian Way
- **Material Considerations and Guidance:**
 - Places for Everyone Policy JP-Strat 1 - Core Growth Area
 - Places for Everyone Policy JP-Strat 2 – City Centre
 - First Street SDF – First Street Central
 - NPPF Section 6 (Paragraphs 81 to 83)
 - MCC Executive Committee Report – PBSA (December 2020)

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- 6.2. A key spatial planning principle within the development plan is the emphasis on the creation of neighbourhoods of choice. This can be through a rich diversity of offer including economic and commercial development and the provision of high quality accommodation for all housing needs in the city. In particular, the new developments should seek to maximise the city's sustainable transport infrastructure. The Proposed Development will deliver sustainable economic growth, through the provision of high quality commercial floor space within an area well served by public transport and has been designed to promote walking and cycling usage. The Proposed Development will see one of the last vacant and under-utilised brownfield plots within the First Street SDF transformed to a well-considered and high quality development that will make a positive contribution to growth of the City Centre and the Regional economy.
- 6.3. The Proposed Development makes efficient use of land. Specifically, Policy CC7 notes that residential development will be supported as part of schemes which include employment and which will ensure the economic uses on the site is maximised. It also emphasises the importance of active ground floor uses in areas which are enjoyed by members of the public. In this regard, the active ground floor uses such as the food-hall and residential amenity will positively contribute to the vibrancy of the surrounding public spaces by animating the space and providing opportunities for gathering.
- 6.4. The Proposed Development is anticipated to generate 190 full-time equivalent (FTE) per annum jobs during the construction phase, contributing c.£8.7 GVA to the economy. Once operational, the Proposed Development 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.

- 6.5. The two specific elements of the Proposed Development, the PBSA and the food hall, are discussed in turn below.

Purpose Built Student Accommodation

- 6.6. Core Strategy Policy H12 sets out the City Council's policy on new PBSA development in the city. It states that, *"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"*.
- 6.7. MMU is fully supportive of the Proposed Development, as set out in their letter of support included at **Appendix 3** of this Statement. The University sets out that there is a shortfall of bedspaces and that First Street is ideally located to meet this need. Furthermore, the University also recognises the market demand for the House of Social product and which will help fit into the University's residential strategy. In addition, the University will 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 recognised that Vita have an excellent approach to student wellbeing and pastoral care.
- 6.8. The Proposed Development also supports MCC's regeneration priorities. First Street has been one of Manchester City Council's key regeneration priorities for over a decade with a Development Framework for the area existing since 2005. The latest iteration of the SDF states that, *"First Street offers a unique development opportunity in the City Centre, combining further major office development, with a cultural and leisure offer alongside new residential development. It is also ideally located to support the future growth and expansion of the City Centre as well as wider regeneration objectives by improving connections and meeting future development needs."*
- 6.9. The 2018 SDF focused specifically on Plots 9 and 10, recognising the opportunity increase the density of development in the commercial heart of First Street. Appropriate development activity within First Street Central should include inter alia:
- deliver robust low capital cost commercial office buildings that are flexible in nature, capable of easy sub division or expansion, with generous floorplates;
 - delivery of contemporary well designed medium height buildings (up to 17 storeys);
 - encourage active ground floors where possible for all buildings, with an
 - emphasis on strong north/south and east/west pedestrian links with First Street, Medlock Street and Wilmott Street [extending through to River Street] in particular, including flexible commercial, retail and leisure uses along Wilmott Street frontage that interacts positively with generous and high quality public realm along this route; and
 - a commitment to the highest sustainability standards (BREEAM) through innovative building design promoting low energy use and low operational costs to occupiers.
- 6.10. The 2018 and 2020 SDF documents combine to outline the following key development principles that apply across the area, inter alia:
- **Public Realm, Accessibility, Movement and Circulation** - A critical area of the SRF area is the delivery of high quality, coordinated public realm spaces, linkages and connections to support improved accessibility to, and through, First Street. Development should promote pedestrian and cycle activity and reduce vehicular conflicts with pedestrians.
 - **Urban Design and Architecture** - The SRF envisages high quality, contemporary buildings that achieve the highest possible architectural standards. However, the SRF is not prescriptive on specific styles or designs.
 - **Climate Change and Achieving Net Zero Carbon** - New development within the SRF area will be expected to not only meet, but exceed policy standards, but also demonstrate how they have explored feasibility

of collaborating with other landowners in the interest of driving the most efficient solutions to targets. All new development must positively contribute toward the 2038 Net Zero Carbon target.

- **Green and Blue Infrastructure** - Key design principles of relevance to the current proposition are to deliver enhanced green infrastructure, including soft landscaping where possible; require Green and Blue Infrastructure Statement; and improve connections east west and north south.

6.11. The Plot 10b proposals will deliver on these principles, whilst supporting 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. Specifically:

- It includes high quality public realm along River Street which will improve accessibility to and through First Street. As well as supporting sustainable travel with the inclusion of cycle parking within the Proposed Development and the public realm.
- The public realm will contribute to increasing green and blue infrastructure in the City Centre, providing an overall net biodiversity gain.
- It will support the vision and objectives set out within the First Street SDF to create high-quality, contemporary buildings to achieve the highest possible architectural standards. The Proposed Development is of high-quality architectural design and utilises durable materials.
- The Proposed Development is sustainable, targeting BREEAM 'Excellent', and will help to push forward MCC's ambitions to be NZC by 2038.
- Contributes to a more diverse retail, food and drink, culture and leisure offer across Oxford Road Corridor, supporting stronger daytime and evening economies.
- Provides a broader housing offer which takes into account the housing needs of Manchester, specifically addressing the identified shortfall in PBSA to help relieve pressure on mainstream private rented sector accommodation, to ensure it remains an attractive place to live and work.
- Complements delivery of a next generation sustainable office building on the adjacent Plot 10a, supporting the commercial heart of First Street. Commercial uses will remain the predominant use within the First Street area.

6.12. Policy H12 also states that, "*the provision of new purpose built student accommodation will be supported where the development satisfies the criteria below.*" These criteria are reproduced and considered in turn in **Table 5.1**.

Table 5.1 – Response to Policy H12 of the Core Strategy

Policy H12 Criteria	Response
Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area. <i>(Note in the Fusion (LPA Ref. 129406/FO/2021) Planning Appeal (APP/B4215/W/21/3287525) the Inspector concluded that given that PP4 referenced to within the supporting policy text for H12 has now been revoked it should not be used as the basis for considering what 'close proximity' means. The Appeal Decision goes on to set out that in their view 'close proximity' means within easy access and that it would not be unreasonable for an able-bodied student to walk 25-minute walk).</i>	The Site is in close proximity to the university campuses (see Figure 3.1 in Section 3) being: - Circa 3 minutes' walk from the new MMU Science and Engineering Faculty Building under construction at the foot for Cambridge Street, and under 10 minutes' walk from the wider campus. - Circa 10 minutes' walk from the University of Manchester campus. Bus routes run along Cambridge Street and Oxford Road. The Site is also accessible by bike; it is adjacent to a proposed 'beeway' as part of Manchester's bee network and located within a 4 minute walk to a cycle drop off zone as part of the Manchester Cycle Hire scheme. It should also be acknowledged that in the APP/B4215/W/21/3287525 decision, the Inspector concludes that the Fusion proposals - which are approximately a further 8 minutes additional walk from the

Policy H12 Criteria	Response
	universities – are considered to be in close proximity and meet the criteria of Policy H12. The Proposed Development therefore unequivocally satisfies this criterion.
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	The Proposed Development is located within the Regional Centre and the Oxford Road Corridor. An Energy Strategy for Plot 10b has been submitted within this application and discussed below, alongside commentary on policies EN4, EN5 and EN6, to demonstrate compliance with this criterion.
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	The Proposed Development aims to make efficient use of this brownfield site. It has been carefully designed and considered in order to ensure it is compatible with existing developments and initiatives in the area, including that of the innovation district and higher-education agglomeration within the Oxford Road Corridor. As discussed in more depth below under ‘Scale and Massing’, the proposed scale and massing of the building is smaller than what has been envisioned within the First Street SDF and has been designed to sympathetically stepped back from existing residential properties to the east. The proposed density is therefore considered to be appropriate for this Site. The Site’s location within the Oxford Road Corridor places it in within easy walking distance of a variety of services and amenities including retail units, healthcare services and leisure activities. There are multiple shops located within a 5 minute walking radius including a ‘Budget Store’ convenience store to the southeast and a Sainsburys to the north. Medical facilities are also conveniently located with Manor Pharmacy and Cornbrook Medical practise located within a 10 minute walking distance, however it is expected students will make use of the medical facilities offered to them by the universities. The Proposed Development will not give rise to an increase in on-street parking. The Applicant’s experience across their portfolio is that there is very little demand for car parking, especially where sites are centrally located with amenities and the university campuses. All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures. Students will be further encouraged to use sustainable transport modes under a communication strategy agreed as part of the Travel Plan and Student Management Strategy, and by the provision of free on-site bicycles. The Proposed Development therefore satisfies this criterion.
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	The Proposed Development will redevelop this long-standing vacant site, which is one of the last within the First Street Masterplan. Development of the Site would enable the vision of the masterplan to be completed.

Policy H12 Criteria	Response
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.	As set out above in paragraph 6.8, the Proposed Development is considered to meet the strategic regeneration objectives for the area. An assessment of the Proposed Development against the SDF is also set out in depth in Appendix 2. The Proposed Development provides the mix of uses, including a food hall, which enhances the services available to nearby residents and office workers. It will not dilute the overall commercially-led nature of the area and will contribute to a vibrant destination in this part of the City. The food hall, alongside the proposed public realm, will create an active frontage along River Street helping to increase the permeability of First Street. The public realm will see a continuation of public spaces and green and blue infrastructure that weaves from Tony Wilson Place, through to James Grigor Square, to Plot 10, and onwards to First Street South and Hulme. The Oxford Road Corridor Strategic Spatial Framework details the benefits any development should bring, including enhanced pedestrian routes, retail and leisure opportunities and public realm. The Proposed Development provides an extension to First Street, public realm, and the food hall. The SRF also highlights the need to provide a diverse housing provision. The House of Social product caters to a currently uncatered for demand, providing high-quality BtR style student accommodation. It therefore provides a genuine alternative for those students who want to share with a small number of friends and with all the amenities found within a BtR scheme. In this regard, the proposals provide the opportunity for traditional housing market accommodation to be returned to economically active households. Therefore, the proposals may reduce pressures on the traditional rental market. In addition, the students accommodated here are anticipated to deliver an annual net additional expenditure of £630,000 for the local area. This also should be seen in the wider context of the proposals supporting the universities who make a significant economic contribution both to the Manchester economy, as well as the national economy. The Proposed Development therefore satisfies this criterion.
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.	Safety and security of users is central to the design of the Proposed Development. The Site is currently vacant and without lighting or surveillance. Extensive lighting shall be implemented throughout this development as well as CCTV cameras leading to improvement of safety and security in the wider neighbourhood. Pre-application discussions were undertaken with Greater Manchester Police and which have fed into the production of the Crime Impact Statement. The intention is that the PBSA building would achieve Secure by Design accreditation prior to first occupation. The Proposed Development therefore satisfies this criterion.
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	The proposed design and layout has undergone an extensive design development process, as set out in the Design and Access Statement. The two 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 10b student accommodation to be pulled back from the existing residential community.

Policy H12 Criteria	Response
through increased noise, disturbance or impact on the street scene either from the Proposed Development itself or when combined with existing accommodation.	A full Environmental Statement has been produced that considers any potential effects to the existing neighbouring uses. This includes a robust noise assessment. It sets out that during the operation of the Proposed Development, plant noise is anticipated to have a minor effect on the nearest residential receptors. Any noise from the proposed food hall is predicted to have a minor adverse effect on nearby residential properties and which will be carefully managed with a robust operational management strategy and operating hours to be agreed with MCC. There is anticipated to be no increase noise as a result of the proposed PBSA use. Furthermore, the Application is also supported by a detailed management strategy prepared by Vita, in line with their successful management of their wider portfolio, including the existing Vita student on the opposite side of River Street. This includes a number of measures including 24-hr on site staff presence who will manage any potential disturbances arising within the building.
Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.	The site is vacant and does not contain any heritage assets. Impact on heritage assets in the surroundings have been assessed and considered within the Heritage Statement. The Proposed Development therefore satisfies this criterion.
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.	A Waste & Servicing Strategy Report has been produced by Vectos in support of this application. It has set out the likely waste generation and associated refuse storage provision. A recycling strategy is also incorporated within the strategy and sufficient servicing provision has been demonstrated. The report concluded that the refuse storage, waste management and collection proposed is appropriate for this scale of development and that waste collection can be undertaken in an efficient manner. The Proposed Development therefore satisfies this criterion.
Developers will be required to demonstrate that there is a need for additional student accommodation <i>or</i> 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.	The Applicant has written agreement with MMU that they will enter into a nomination agreement should planning permission be granted. The University will take 15% of the bedspaces provided within the building. There is also an established and undisputed need for PBSA within the Oxford Road Corridor, as detailed in Section 2 of this report. Similarly, in APP/B4215/W/21/3287525 Appeal Decision, the Inspector concludes that there is a quantitative and qualitative need for PBSA. They set out that, <i>"It is undisputed that student numbers at UM and MMU will increase over the next decade and it is also undisputed that the percentage of international students, particularly those from the Far East, will increase at a greater rate"</i> . Given the severe and well-publicised shortage of PBSA, for completeness, a detailed Student Need Assessment has also been undertaken and submitted as part of this application. This criterion is therefore satisfied.
Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.	The Applicant has a strong track record of delivery, including in Manchester which 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 Renaker Build to construct Plot 10b, subject to planning

Policy H12 Criteria	Response
	approval. Renaker has an unparalleled track record for delivering large and complex schemes across Manchester city centre and have fed into the design development process to ensure that Plot 10b is deliverable. The Proposed Development therefore satisfies this criterion.

6.13. The proposed PBSA use is therefore considered to meet the requirements of Policy H12.

6.14. Regard has also been given to the MCC Executive Report 'Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context' (November 2019) and subsequent December 2020 Report that establishes this paper as a material consideration in the determination of planning applications. These have been summarised below:

Proposed Revision to Policy H12	Response
Supports the longer-term regeneration and growth objectives of MCC and its partners.	As set out above, the Proposed Development supports MCC's regeneration and growth objectives.
Facilitates the delivery of relevant regeneration frameworks and ensures the right balance of residential uses alongside commercial and educational growth.	The Site will contribute to the ongoing evolution of First Street and Oxford Road Corridor. The PBSA use will complement the commercial heart of First Street and contribute to diverse residential uses within the Corridor.
Creates a new and diverse PBSA pipeline in the right places, close to university facilities, in the broad Oxford Road Corridor area. In addition, appropriate density of student accommodation will be essential to deliver the level of new high-quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre	The Site is located in the Oxford Road Corridor and is within close proximity to higher education facilities, as well as broader amenity offers of both the Corridor and the City Centre. The Proposed Development aims to make efficient use of the brownfield land, and whilst at a lower density than that envisioned in the SDF, has been carefully designed to make a notable contribution in addressing the shortfall of PBSA.
Creates a PBSA pipeline that includes an affordable element accessible to less affluent undergraduate occupiers, and provides facilities that contribute to high levels of student well-being and pastoral care.	The Proposed Development includes 15% affordable bedspaces that will be operated for MMU under a nomination agreement with the University.
Improves the overall quality of PBSA, and increases the well managed entry level PBSA market in order to both improve the student experience and reduce demand in the mainstream lettings market.	The House of Social product will provide a high-quality PBSA product that borrows the best bits of BtR (size, amenities, quality etc.) and places these within well-managed wrap-around student care that Vita offers. The Proposed Development will therefore contribute to the identified shortage of high-quality PBSA and reduce demand on mainstream lettings. 15% of the bedspaces will be set at an affordable price-point as part of MMU's wider portfolio.
Improve the management of neighbourhoods. PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management.	Vita are a highly experienced PBSA operator with a number of highly successful schemes across the UK. In Manchester, Vita have delivered and currently operate student accommodation at Rosenthal Street within First Street, which was one of the first buildings to be brought forward as part of the masterplan, acting a catalyst for further regeneration. Vita's PBSA brands comprise of Vita Student and House of Social, both of which marries the world class amenities such as co-study suites, gyms and private dining rooms with outstanding resident focussed services supporting wellbeing, community, and future careers.

Contributes to net zero carbon objectives.	The Proposed Development has been designed to exceed MCC's Core Strategy targets and is targeting BREEAM 'Excellent'.
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Foodhall

- 6.15. A key aim of the City Centre Strategic Plan is to promote a more diverse City Centre that appeals all as part of the Places for Everyone Policy within the Core Strategy. Central to this vision is to enhance the city's reputation for its evening economy which reflects a wide variety of leisure activities such as restaurants and bars. In this regard the Proposed Development will support this vision providing a space that offers a variety of food options, meeting the needs of a wide range of people and enhancing the attractiveness of the city centre.
- 6.16. The Proposed Development supports the vision to encourage mixed-use development and promote the efficient use of land within the city centre (Policy CC7 – Mixed Use Development). This vision emphasises the importance of active ground floor uses in areas which are enjoyed by members of the public. In this regard, the ground floor food hall will positively contribute to the vibrancy of the surrounding public spaces, including those proposed as part of the Proposed Development and in particular by activating River Street.
- 6.17. Manchester has a growing tourism industry, with many of the attractions based in or around the City Centre. The Proposed Development will support this growth through enhancing the visitor attractions available for both leisure and business visitors. The Proposed Development will also ensure the city centre has sufficient infrastructure to accommodate the necessary volume of visitors.

Scale, Massing and Density

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy CC6 – City Centre High Density Development
 - Core Strategy Policy CC9 – Design and Heritage
 - Core Strategy Policy EN2 – Tall Buildings (see Section 6)
 - Saved UDP Policy DM1 – Development Management
- **Material Considerations and Guidance:**
 - MCC Guide to Development
 - First Street SDF – First Street Central
 - NPPF Chapter 12 – Achieving well-designed places
 - National Planning Practice Guidance: Design, Process and Tools

- 6.18. The scale, massing and density of the Proposed Development directly addresses relevant policy and guidance, the vision and objectives of the framework and the endorsed First Street masterplan.
- 6.19. The Proposed Development seeks to maximise the efficiency of the site and will make use of an underutilised and strategically well-located brownfield site.
- 6.20. Policy CC6 states that City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the city centre will significantly exceed what is appropriate elsewhere in the City. In terms of the environment, it is vital that the city centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible.
- 6.21. The 2018 SDF envisages medium height commercial office 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) and stepping down to the south to address the then approved proposals for residential development on Plot 11, which rose to 8 and 10 storeys along Hulme Street. This context has

since changed with approved and construction commencing on Downing's co-living development on Plot 11, which delivers a much greater density and height of development, rising to 45 residential storeys at its tallest point at the junction of Hulme Street and Medlock Street and stepping down to 10 residential storeys towards the Hulme Street and Wilmott St junction.

- 6.22. The scale and massing of the buildings were interrogated in depth during pre-application discussions with MCC. As part of this process a detailed series of massing iterations were presented to ensure that the proposed scale and massing responded to the surrounding context. As part of this the Proposed Development underwent detailed assessment to ensure the massing was appropriate for its context, resulting in a significantly smaller massing than that envisioned in the SDF.
- 6.23. The current proposals have re-orientated the buildings on Plot 10, to create two linear plots split on a north-south axis. The recently submitted proposals for Plot 10a (Ref: 136043/FO/2023) building are 13 commercial storeys tall (circa 90.3m AOD). The proposals for Plot 10b will step down to equivalent of circa 10 commercial office storeys to provide a sensitive transition to the lower scale former mill buildings to the east. In addition, it steps back from the pavement line along Wilmot/River Street to provide in excess of a 24m distance between the building and the existing Macintosh Mills – this another key improvement from the indicative massing shown in the SDF which saw the building being developed up to the pavement line. The overall height of the proposed buildings is therefore well below the maximum height envisaged in the SDF, whilst responding to the changes immediate context and providing a sensitive response to the Site's surroundings.
- 6.24. The building height will complement the ambitions for the 'Southern Gateway' by helping to maintain the a 'high-edge' to the south of the City Centre, effectively capturing a gateway route into the City Centre. It will complement the emerging tall buildings in the area including Plot 11 at First Street which is under construction, and the consented development of 11 storey and 14 storey office buildings at 'One City Road'.
- 6.25. In addition, the proposed density will also help to maximise the highly-sustainable nature of the Site due to its excellent pedestrian, cycle and public transport connectivity. The Proposed Development will make efficient use of brownfield land and deliver much needed student accommodation within a highly accessible location to Manchester's main universities.
- 6.26. The Proposed Development has undergone extensive assessment and analysis, including daylight and sunlight, wind microclimate, heritage, and townscape and visual impact assessment. These have all informed the design development of the Proposed Development and are discussed in the Tall Building Statement which is provided in Section 6 of this Statement.

Design and Appearance

Relevant policies, material considerations and guidance:

- **Policies**
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy CC9 – Design and Heritage
 - Core Strategy Policy EN1 - Design Principles and Strategic Character Areas
 - Core Strategy Policy EN2 – Tall Buildings (See Section 7)
 - Saved UDP Policy DM1 – Development Management
- **Material Considerations and Guidance**
 - Manchester Guide to Development SPD
 - First Street SDF – First Street Central
 - NPPF Chapter 11 – Making effective use of land
 - NPPF Chapter 12 – Achieving well-designed places

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- 6.27. The design and appearance of the Proposed Developed is discussed in Section 3 of this Statement, as well as within the Design and Access Statement.
 - 6.28. Through design development, the design and appearance have been tested and refined so that the buildings maximise the development potential and provides a high-quality addition to Manchester's built environment.

As a result, the architecture of the Proposed Development is of the highest quality in both an aesthetic context and in a functional capacity. It will contribute to the emerging high-quality architecture at First Street and the 'family' of buildings in First Street Central including Plot 9a and the recently submitted Plot 10a proposals, as well as the emerging context of Plot 11 First Street South. Overall, the Proposed Development will be one of the last plots within First Street Central and help to knit together First Street as a destination characterised by high-quality architecture and a distinct sense of place.

- 6.29. Tim Groom Architects' emerging design for the building draws from the surrounding architectural context. The regular grid pattern of the building façade, alongside the placement of windows and other features, takes inspiration from the historic mill buildings nearby. The building's robust and solid, city centre feel is complemented by refined and rich architectural finishes.
- 6.30. With entrances to the ground floor food hall from both River Street and Hulme Street, the House of Social building helps tie the First Street Masterplan (and particularly the area focused on St James Grigor Square) into the wider neighbourhood.
- 6.31. The 10b building is stepped back to the south to maximise the distance from MacIntosh Mill and create an external food plaza allowing spill out from the ground floor food hall. An amphitheatre style seating terrace along River Street is reinforced with mature street trees and planting beds, creating a green link towards James Grigor Square.
- 6.32. As part of the process of formulating the proposals, the building's impact on key views has been carefully considered through a Townscape and Visual Impact Assessment, included in Chapter 12 of the Environmental Statement, undertaken by Planit and a standalone Heritage Assessment prepared by Deloitte. These conclude that there are no predicted significant adverse townscape, heritage or visual effects as a result of the Proposed Development.

Inclusive Design

Relevant policies, material considerations and guidance:

- **Policies**
 - Core Strategy Policy CC10 – Places for Everyone
- **Material Considerations and Guidance**
 - Design for Access 2
 - Manchester Guide to Development SPD
 - NPPF Section 12 - Achieving well-designed places

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- 6.33. An Access Statement is provided within the Design and Access Statement which accompanies this application. In summary, the building is designed to be inclusive in terms of access with step-free, level access and wide entrances and Equality Act compliant lifts on all floors. The design of the ground floor has been developed to provide a simple and clear layout which is easy to use. The proposed accommodation is designed to the highest quality and will be easy to navigate and accessible by users with mobility, hearing and visual impairments.
 - 6.34. The public realm has been designed to provide a continuation of the existing First Street masterplan public realm, extending First Street itself and providing new connections between the 10a and 10b buildings, whilst also improving the environment along Hulme and River Street.
 - 6.35. The proposals have considered the existing topography and aim to effectively integrate the scheme into the existing landform without significant changes to the current levels. A level approach is proposed to the entire envelope of the building.
 - 6.36. 24 student bedspaces have been designed and sized to be adaptable to meet users' needs in line with Equality Act. A total of two studios will be fully fitted from day one with all necessary provisions of handles, alarm cords, lowered worktops etc within the living/kitchen and bathroom spaces meeting the requirements of the Part M regulations for a fully fitted accessible studio.

- 6.37. The proposals have considered DfA2, and incorporated the following aspects;
- Appropriate width and surfacing of access routes.
 - Steps and ramps minimised and designed to comply with best practice guidance and Part M building regulations.
 - Street furniture located off main access routes.
 - Inclusion of well-designed signage and wayfinding features.
 - Inclusion of lighting to allow ease of navigation after dark.
- 6.38. No car parking is proposed as part of the development; however, the nearby First Street Q-park provides 28 disabled spaces, and there are 3 on-street parking bays where disabled drivers can park without payment or limit, located on the northern side of River Street between Medlock Street and James Grigor Square.

Climate Change, Sustainability and Energy Efficiency

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy EN4 – Reducing carbon emissions by enabling low and zero carbon development
 - Core Strategy Policy EN5 – Strategic areas for low and zero carbon decentralised energy infrastructure
 - Core Strategy Policy EN6 – Target framework for CO² reductions from low or zero carbon energy supplies
 - Core Strategy Policy EN8 – Adaptation to climate change
 - Core Strategy Policy EN9 – Green Infrastructure
- **Material Considerations and Guidance:**
 - MCC Guide to Development
 - NPPF
 - Paragraph 152
 - Paragraph 157
 - Manchester Zero Carbon Framework

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- 6.39. The sustainability credentials of the Plot 10b have been central to the design from the outset. Initial design development was undertaken with full input from the appointed consultant, Ridge, to ensure a design focussed approach to the Energy Strategy of the building.
- 6.40. The strategy has sought to reduce the carbon emissions for the building using a lean, mean, green approach in order to support MCC's declaration of a Climate Emergency and associated Zero Carbon Strategies and maximise opportunities to reduce the energy consumption of the building from initial design stages through to occupation. The proposals presented also support the government's and local authority's policy on phasing out fossil fuels and as the grid decarbonises further and will offer more carbon reduction towards net zero carbon.
- 6.41. A number of passive design measures are to be implemented including optimising the thermal performance of the building envelope beyond the minimum U value and air infiltration standards set out in Part L of the Building Regulations. Key proposed energy efficient building services systems include LED lighting installations, heat recovery and low energy mechanical ventilation systems.
- 6.42. Energy efficiency measures have been incorporated into the design to meet the demand of the building, these being:
- 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
- 6.43. Preliminary energy performance calculations have been undertaken utilising government approved software to verify the Building Regulations Part L Vol 1 compliance of the proposed strategy and indicate the impact of the incorporation of the proposed air source heat pumps. The Part L 2021 regulations generally require a 27% reduction over Part L2a 2013 CO2 emissions targets for non-domestic buildings and Part L 2013 implemented an improvement of 9% over Building Regs Part L 2010 targets. Accumulatively, the building achieves a circa 37.3% betterment over the 2010 Part L regulations.
- 6.44. The Applicant has targeted a BREEAM rating as a 'Excellent', higher than MCC's standards for student halls and commercial developments. In its current form and with the proposed systems and installations, the building's energy consumption suggests that this rating is achievable.
- 6.45. An Energy Statement and Environmental Standards Statement have been submitted as part of the application which sets out the planned energy reduction measures for the Proposed Development and how the development exceeds the requirements of Policy EN4 and EN6.
- 6.46. An assessment of the Proposed Development in respect of Climate Change was undertaken by Cundall, forming Chapter 7 of the ES. This ES Chapter demonstrates how the Proposed Development in design, as far as reasonably practicable, minimises GHG emissions throughout the life cycle of the development climate change, 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.

Heritage and Archaeology

Relevant policies, material considerations and guidance:

- **Policies:**
 - Planning (Listed Building and Conservation Areas) Act 1990 – Section 66
 - Core Strategy Policy EN3 – Heritage
 - Core Strategy Policy DM1 – Development Management
 - Policy CC9 – Design and Heritage
 - Saved UDP Policy DC20 – Archaeology
- **Material Considerations and Guidance:**
 - NPPF:
 - Paragraph 8
 - Paragraph 193
 - Paragraph 194

- 6.47. There are no World Heritage sites, Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the Site or within its immediate vicinity. The Site is not located within or adjacent to a sensitive area (such as a conservation area).

Below Ground Heritage

- 6.48. A Written Scheme of Investigation for Archaeological Works was prepared Pre-Construct Archaeology (PCA) as part of this application.
- 6.49. It sets out a scope for investigative works on Site. The proposed works will see the execution of an archaeological strip, map and record (SMR) investigation targeted at two areas of the Site, which have been agreed with the Greater Manchester Archaeological Advisory Service (GMAAS).

- 6.50. A short summary of the results of the work will be bound into the client report for submission to the LPA and the Greater Manchester Historic Environment Record (GMHER) as soon as possible after the completion of archaeological works.
- 6.51. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to below ground heritage.

Built Heritage

- 6.52. A Heritage Statement has been prepared by Deloitte as part of this application. This document assesses the significance of the designated heritage assets which have the potential to be affected by the Proposed Development.
- 6.53. A range of key heritage views were considered in association with the TVIA consultants, Planit-IE. The views were carefully considered to ensure they consider not just the asset and Proposed Development, but also the broader historic context. A total of 11 viewpoints have been agreed with the case officers to assess the impact on heritage assets these can be viewed within Section 4 of the Heritage Statement.
- 6.54. As well as assessing the potential impact of the Proposed Development it is also important to understand the setting of each heritage asset and identify whether there is any potential for this to be impacted. This is important in relation to 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' by Historic England which states *"setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance"*.
- 6.55. Where there was absolutely no impact along with its setting, and the Proposed Development cannot be viewed or understood at the same time, (tangibly or intangibly), assets were discounted from further assessment.
- 6.56. From this analysis, five heritage assets were scoped into the assessment while four assets were scoped out. A detailed list of these assets can be found in the Heritage Statement.
- 6.57. The Site itself in its current form was demonstrated within the Heritage Statement to be making a neutral or negative contribution to the setting of all five assessed heritage assets.
- 6.58. The Proposed Development has been designed to respond its heritage setting. As set out in this Statement and the Design and Access Statement, careful consideration has been given to the scale and massing of the proposals as well as the appearance and materiality.
- 6.59. Overall, the Heritage Statement concludes that the Proposed Development will result in instances of *less than substantial harm* to Macintosh Mill, the Mill chimney stack on west of junction with Cambridge Street, and Chorlton New Mill and attached chimney. The level of harm is considered to be on the lesser end of 'less than substantial harm' due to the impacts being mitigated through the high-quality façade treatment and tonality of the material chosen, as well as the distance between the heritage assets and the Proposed Development, meaning that the proposals blend into the emerging skyline at First Street whilst complementing red brick mills of Macintosh Village. In addition, the Proposed Development will see the regeneration of a currently vacant site that experiences instances of anti-social behaviour and will therefore provide an overall enhancement to the amenity of the area and that of the heritage assets.
- 6.60. The Proposed Development will result in instances of no harm to Chorlton Old Mill and the Mill on the north-east corner of junction with Chester Street.
- 6.61. On the basis that the assessment has identified the proposals as resulting in 'less than substantial harm' it is considered that paragraph 202 of the NPPF applies. Paragraph 202 states *"that where a proposal will lead to less than substantial harm on the significance of a designated heritage asset that it should be weighed against the public benefits of the proposal."*
- 6.62. There are a number of substantial public benefits associated with the Proposed Development that will outweigh the 'less than substantial harm' which are highlighted below:
- The scheme has been designed in a way that transforms a currently undeveloped Site into one that contributes positively to the historic setting of its surroundings, helping to re-invigorate the space and contribute to the wider area. This is important in relation to Core Strategy EN3 which highlights that

MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.

- The proposed development will be constructed and operated in a sustainable manner leading to an improvement over the notional building Part L2 2021 carbon emissions due to an energy demand reduction helping contribute to the Cities 2038 Net-Zero ambition.
- Significant economic benefits will be associated with the scheme during both construction and operation through creating employment for local people and fostering investment to help support the local economy.
- The scheme will drive wider societal benefits by delivering high-quality PBSA within a strategic location, helping to accommodate new students into Manchester's universities and reducing the pressure on the city centre's private residential housing stock. Through a nomination agreement with MMU, 15% of the beds (86 beds) included in the scheme will be priced at an affordable point for MMU students helping to meet the identified shortfall of spaces.
- The Proposed Development will increase the level of connectivity between the Site and wider City and foster a sense of place through mixed-use development enhancing the vibrancy of the neighbourhood.

6.63. A detailed breakdown of public benefits can be found in Section 7 of this statement.

6.64. Overall, therefore the heritage statement and public benefits assessment concludes that the Proposed Development is in accordance with statutory legislation and national and local policy. A more detailed breakdown of the impacts of the Proposed Development on built heritage can be found in the Heritage Statement.

Public Space, Permeability and Public Facilities

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN11 – Quantity of open space, sport and recreation
 - Core Strategy Policy EN12 – Area priorities for open space, sport and recreation
- **Material Considerations and Guidance:**
 - Manchester Guide to Development SPD
 - NPPF Section 12 - Achieving well-designed places
 - NPPF Section 8 – Promoting healthy and safe communities

6.65. New public realm areas will improve linkages through the City Centre. In particular, it will help individuals to better access one of Manchester's key green asset, Hulme Park, from the City Centre, through the connection of First Street and Hulme Street. For instance, the proposed food-hall will create an active frontage of First St Central, extending the commercial spine from First Street North through the area, enhancing linkages to the residential communities to the south.

6.66. Proposals look to give greater priority to pedestrians, making the streets more accessible for people of all ages and levels of mobility. New pedestrian connections and an increase in the number of places where pedestrians can cross the road safely will be developed to connect the existing First Street, River Street and Hulme Street

6.67. Improving navigation and increasing place-making opportunities will also create a better and safer environment for pedestrians day and night.

6.68. Located off River Street, between both developments (10a & 10b), a flexible pocket space is proposed. The space is designed with mixed shrub and perennial planting as backdrop and a provision for F&B spill out associated with the Plot 10b Market Hall. Small and simple, the space offers a contrast to the larger events spaces found across the estate.

- 6.69. A linear planting area along River Street including a rain garden that acts as part of the wider SuDS system is to be included. Pollinator friendly species and ecology features such as bee posts will be incorporated to create a habitat that encourages biodiversity in Manchester city centre.
- 6.70. Hulme Street will be simple paved street with trees and planting to add colour, scale and help to maximise the sites tree planting opportunities. River Street will comprise of a high quality Yorkstone street surfacing that forms a continuation of the materials palette used at James Grigor Square whilst north of the street provides spill out space for outdoor dining experience.
- 6.71. Opportunity for sitting and dwelling are provided in the public realm space between this development and 10a development. Bespoke seating discs will draw people to the space creating a destination. Wide zones adjacent to the buildings and within the space allow for flexible spill-out dining opportunities.
- 6.72. Throughout, trees are planted along pedestrian thoroughfares, with 15 in total.
- 6.73. The landscaping design is detailed in full in Section 3. Overall, the landscaping statement and public benefits assessment concludes that the Proposed Development is in accordance with statutory legislation and national and local policy. A more detailed breakdown of the impacts of the Proposed Development on landscaping can be found in the Landscape Design and Access Statement, and accompanying drawings.

Ecology and Arboriculture

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN9 – Green Infrastructure
 - Core Strategy Policy EN15 – Biodiversity and Geological Conservation
 - Environment Act 2021
- **Material Considerations and Guidance:**
 - Manchester Green and Blue Infrastructure Strategy
 - NPPF Section 15 (paragraphs 170 to 183)
 - Places for Everyone Policy GM-G 2 Green Infrastructure Network
 - Places for Everyone Policy GM-G 8 Standards for a Greener Manchester
 - Places for Everyone Policy GM-G 9 A New Enhancement of Biodiversity and Geodiversity

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- 6.74. An Ecological Assessment has been undertaken by Penny Anderson Associates and is submitted as part of this application. The aim of this report is to provide an up-to-date assessment of the ecological features on the Site, identify any ecological constraints relevant to the Proposed Development and make recommendations on further survey work and/or mitigation where necessary.
- 6.75. 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 by the Proposed Development. The habitats and plant species recorded within the Site are widespread and common throughout Greater Manchester and the UK. None of the plant species recorded within the Site are either Nationally Scarce or Nationally Rare.
- 6.76. Given the relative isolation of the Site from larger areas of semi-natural habitat, and the lack of suitable refuge for protected species, it was concluded that the only species relevant to this assessment were foraging bats, breeding birds potentially nesting in the denser vegetation, and foraging black redstart.
- 6.77. The Site is considered to provide a relatively limited foraging resource for local populations of birds. The site holds only 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.
- 6.78. There is no significant habitat suitable for nesting birds on site, however, if shrub/scrub areas develop on site over time, these should be inspected by an Ecologist prior to removal if being removed within the nesting season (March to August inclusive).
- 6.79. 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 predicted increased public use and

lighting of the Site under the Proposed Development is, therefore, predicted to have a negligible impact on the conservation status of bats within the local area and Greater Manchester.

- 6.80. There is a known common pipistrelle bat roost within the River Medlock culvert which runs underneath the wider First Street North development site however foraging behaviour is confined to the river corridor so it is unlikely bats would commute to or across the Site to forage
- 6.81. Ultimately, the report recommends that all vegetation clearance should be undertaken outside of the breeding season for birds (i.e. avoiding the March to August inclusive period). If vegetation clearance needs to be undertaken in the March to August period, then a suitable Method Statement for Breeding Birds should be put in place to ensure any risk to nesting birds from site clearance are managed appropriately. Additionally, where possible, it would be useful to incorporate a range of native and/or 'wildlife friendly' plant species into the landscape design would enhance the Site for local insect and bird populations.
- 6.82. The proposed public realm to be delivered as part of the Proposed Development will lead to a biodiversity net gain, contributing to MCC's objectives to enhance and increase biodiversity across the City. The planting design has been a key consideration from the outset of the proposals, not only in the choice and size of species to reflect the planted trees within the adjacent schemes but to also ensure their successful establishment and long-term health and vigour. Selected species of trees have been chosen which are tolerant to the existing urban environment whilst also responding architecturally to the Proposed Development and still capturing the character of the space in which they are planted. The selected species internally along River Street will be feature semi-mature trees and a boulevard of tree planting along First Street.
- 6.83. As such, the Site will not result in any loss or harm in respect of ecology and in line with policy requirements will provide an improvement to the overall biodiversity credentials of the Site.
- 6.84. **Appendix 1** outlines how the Proposed Development responds to the Manchester Green and Blue Infrastructure Strategy 2015 visions and objectives.

Effects on Local Environment and Amenity

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN16 - Air Quality
 - Core Strategy Policy EN2 – Tall Buildings
 - Saved UDP Policy DC26 – Development and Noise
- **Material Considerations and Guidance:**
 - NPPF Section 11 – Making effective use of land (Paragraph 125)
 - NPPF Section 12 - Achieving well-designed places (paragraph 130)
 - NPPF Section 15 – Conserving and Enhancing the natural environment (Paragraph 174(e))
 - NPPF Section 16 – Conserving and enhancing the natural environment (Paragraph 185)
 - GD03 Environmental Protection
 - GD05 Planning and Noise

Air Quality

- 6.85. An Air Quality Assessment has been prepared by Cundall in support of this application. This report has assessed how the proposals might impact on surrounding air quality conditions during both construction and operation phases.
- 6.86. During construction, receptors within 350m of the construction boundary could be susceptible to dust effects; however, with appropriate mitigation measures implemented, it was concluded that the construction effects of the Proposed Development would be not significant. These mitigation measures will be adopted throughout construction and controlled by a Construction Management Plan, which it is anticipated would be submitted for the approval of the Planning Authority as a condition of any planning permission.

- 6.87. No car parking is included within the Proposed Development, so operational traffic is anticipated to be limited to delivery vehicles and therefore have a negligible impact on air quality apart from one receptor located at #8 First Street commercial office building, where impacts are predicted to be minor.
- 6.88. Heating, cooling and hot water for the development will be provided by air source heat pumps powered by electricity. As such, there will be no combustion-based sources within the Proposed Development.
- 6.89. The assessment also concludes that exposure of future occupants to poor air quality is unlikely.
- 6.90. Overall, it was concluded that with the provision of appropriate mitigation measures during construction, the Proposed Development will have no significant effects on local air quality and is therefore in accordance with relevant policy and material considerations.

TV and Broadband Reception

- 6.91. GTech Survey Limited has produced a Baseline Television Reception report and Broadband Connectivity Assessment in support of the application to assess the potential impact of the Proposed Development on local television signal.
- 6.92. Due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the Proposed Development is not expected to impact the reception of digital terrestrial television (DTT) services. DTT is better known as Freeview.
- 6.93. The Proposed 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 proposed building. 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.
- 6.94. The Proposed 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.
- 6.95. Overall, the Proposed Development may cause interference to digital satellite television reception in localised areas around the Site (predominantly along River Street, Medlock Street and First Street), but mitigation solutions exist that can quickly restore the reception of affected television services.
- 6.96. The findings of the broadband connectivity assessment indicate that existing broadband infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the Site. Good download speeds are likely to be experienced.

Daylight, Sunlight and Overshadowing

- 6.97. An assessment of the effect of the Proposed Development on Daylight, Sunlight and Overshadowing received by properties and amenity spaces adjacent to the Site has been undertaken by Proximity. It utilises the BRE Guidance, the most recent of which was published in June 2022.
- 6.98. The BRE Guidance's overall purpose is to assist in evaluating the relationship between new and existing buildings to ensure that each retains the potential to achieve a "fair share" of available daylight and sunlight given their relative siting, height and mass. The BRE Guidance is technically robust and has become the industry standard methodology for assessing daylight and sunlight amenity in the built environment.
- 6.99. The provisions of the BRE Guidance are not mandatory and the BRE have taken steps to confirm that it should not be read as an instrument of planning policy:

'The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly because natural daylight is only one of many factors in Site layout design'.

- 6.100. It is important to note that the BRE Guidance was principally developed for use in the assessment of low-density suburban environments and should, therefore, be applied flexibly for developments in urban City or Town Centre sites, commercially influenced areas or areas where greater density is sought / encouraged.
- 6.101. The BRE targets should not, therefore, be seen as absolute and immovable targets when applied in built environments either of existing high density or where increased density is being sought / encouraged. To facilitate the flexible application of the BRE Guidance in such circumstances, it promotes the setting of alternative target values.
- 6.102. The City Centre location of the Site and its surroundings are considered to justify the flexible application of the BRE Guidance in the daylight and sunlight amenity impact appraisal of the Proposed Development.
- 6.103. Daylight is an assessment of impacts within rooms in nearby buildings that are affected by the development. In accordance with the BRE Guidance, the daylight amenity impact has been appraised through establishing the Vertical Sky Component ("VSC") for all relevant neighbouring windows, and, where appropriate, by measuring the No Sky-Line ("NSL") of the rooms.
- VSC is a unit of measurement that represents the amount of sky that is visible at the face of affected windows. As daylight comes from the sky, the more obstructed it is from a window the more potential there is for the room within to receive less daylight.
 - NSL is a measurement of where in a room served by windows the sky is visible. It is measured from table height, with those areas beyond the NSL expected to be darker as they will receive no direct daylight.
- 6.104. Sunlight impact assesses how much direct sunlight received in nearby rooms and spaces. The BRE Guidance promotes that sunlight amenity to buildings is assessed through establishing the winter and summer Annual Probable Sunlight Hours ("APSH") for certain windows that face within 90 degrees of due south. Sunlight amenity to external land is appraised through establishing the number of sunlight hours ("Time in Sun") received in that space during the summer and winter months (defined as April-August and September-March, respectively).
- 6.105. Further details of the methodology of the assessment can be found in the Environmental Statement.
- 6.106. The assessment considers the impact on the nearest residential receptors and James Grigor Square. Overall, the Proposed Development will have some impact on the daylight and sunlight of these surrounding receptors as shown in the results below; however, these results should be considered in the context of the subsequent 'Daylight and Sunlight Analysis discussion' that is presented in this chapter.

Scope of Assessment

- 6.107. Following a site inspection of Plot 10 and the buildings in the vicinity, the following neighbouring buildings and external amenity spaces have been identified as relevant receptors that merit impact appraisal:
- Macintosh Mill, Cambridge Street
 - Cambridge Mill, Cambridge Street
 - Chorlton Mill, Cambridge Street
 - City South apartments, City Road East
 - Parts of the Plot 11 First Street Development closest the Plot 10 Site
 - Manchester Student Village, Cambridge Street
 - External Amenity Space:
 - James Grigor Square (Time in Sun)
 - Sunken gardens of Macintosh Mill fronting Hulme Street
- 6.108. Due to distance from the Site or orientation, there are no other residential buildings in the wider vicinity of Plot 10 which would experience material impact on daylight and sunlight amenity, nor merit impact appraisal.

- 6.109. Specialist analysis software has been used to quantify the daylight and sunlight amenity of the relevant windows (receptors) noted above in both the baseline condition and proposed plus cumulative. The following scenarios have been assessed:

Baseline Condition

The Plot 10a Site

- Baseline vs Plot 10a Site Proposed Development
- Baseline vs Plot 10a Site Proposed Development + Cumulative

The Plot 10b Site

- Baseline vs Plot 10b Site Proposed Development
- Baseline vs Plot 10b Site Proposed Development + Cumulative

Combined Plot 10a Site & Plot 10b Site

- Baseline vs Plot 10a Site & Plot 10b Site Proposed Developments
- Baseline vs Plot 10a Site & Plot 10b Site Proposed Developments + Cumulative

Plot 10B – Daylight Amenity

- 6.110. Only windows and rooms directly facing the Site and therefore potentially affected by the development have been assessed.
- 6.111. Overall, 1,538 windows serving habitable rooms have been appraised. Following construction of Plot 10b, 1,409 windows (92%) would achieve the BRE's VSC target, with a further 58 windows (4%) achieving a VSC considered to be within an acceptable tolerance of it. 71 windows (5%) would not achieve the VSC target, nor the VSC Alternative Target. The significant majority of these are within Macintosh Mill.
- 6.112. Overall, 842 rooms have been appraised. 794 rooms (95%) would achieve the BRE's NSL target, experiencing negligible reductions in daylight distribution. 46 rooms (5%) would experience a reduction that is noticeable to the occupants to varying degrees, as summarised below.

Macintosh Mill

- BRE Target and/or Acceptable Tolerance: 65 windows (51%) and 41 rooms (53%)
- Do not achieve BRE target or acceptable tolerance: 62 windows (49%) serving 43 rooms (55%). Of these 43 rooms:
 - 11 rooms (5 bedrooms and 6 LKDs;) are also served by a window that achieves the acceptable tolerance target. These 9 rooms would all pass the NSL test, experiencing a negligible reduction in daylight distribution. The impact on the daylight amenity of these 9 rooms is **negligible and non-significant**.
 - 23 windows serve 22 bedrooms. These majority of these rooms would also experience a major magnitude of change in NSL. On the basis that bedrooms are a low sensitivity receptor in multi-room apartments, the impact of the Proposed Development on these bedrooms is **moderate adverse**.
 - 20 windows serving 10 LKDs would experience a major magnitude of change in VSC. These rooms, of high daylight sensitivity, would also experience a major magnitude of change in NSL. The impact on these 10 rooms (13% of the 78 rooms appraised) will be **major adverse**.
- Overall, the impact of the Proposed Development on the daylight amenity Macintosh Mill is moderate adverse and must be considered within its context which is discussed in more detail below.

Cambridge Mill

- BRE Target and/or Acceptable Tolerance: 102 windows (100%) and 83 rooms (95%)

- Overall, the impact of the Proposed Development on the daylight amenity of this neighbouring building is **negligible and non-significant**.

Chorlton Mill

- BRE Target and/or Acceptable Tolerance: 185 windows (100%) and 87 rooms (99%)
 - 87 rooms (99%) would experience a negligible reduction in NSL. The impact on daylight to these rooms is considered to be **negligible and non-significant**. One LKD would experience a low magnitude of change in NSL. The room is however considered to receive adequate daylight on the basis that it is served by two windows that each achieve the VSC target and that the room continues to receive direct daylight to 75% of its area.
- Overall, the impact of the Proposed Development on the daylight amenity of this neighbouring building is **negligible and non-significant**.

City South Apartments

- BRE Target and/or Acceptable Tolerance: 271 windows (100%)
- All 221 rooms appraised (100%) would experience a negligible reduction in NSL.
- Overall, the impact of the Proposed Development on the daylight amenity of this neighbouring building is **negligible and non-significant**.

Plot 11 First Street

- BRE Target and/or Acceptable Tolerance: 772 windows (99%)
- Do not achieve BRE target or acceptable tolerance: 9 windows (1%), serving 1 LKD and 4 studios. Of these:
 - 3 studio rooms and 1 LKD room are also served by a window achieving VSC of at least 21.6%, and therefore within an acceptable tolerance of the BRE target. These 4 rooms would also pass the NSL test, experiencing negligible reduction in daylight distribution. The impact on daylight amenity of these rooms is **negligible and non-significant**.
 - 2 studios are each served by two large windows achieving VSC of over 18%, marginally below of the acceptable tolerance target. These rooms would also pass the NSL test. The impact on the daylight amenity of these rooms is **negligible-minor** and non-significant.
 - 1 studio is served by windows achieving 20-21% VSC and would not pass the NSL test. Impact of the Proposed Development on this room is **negligible -minor**, given that both of its large windows are close to achieving the acceptable tolerance value. Further, notwithstanding that changes to NSL are of a medium magnitude of change and may be noticed by the occupants, more than two thirds of this room will continue to receive direct daylight.
- Overall, the impact of the Proposed Development on the daylight amenity of this neighbouring building is of negligible and non-significant impact.

Manchester Student Village

- BRE Target and/or Acceptable Tolerance: 122 windows (100%) and 97 rooms (100%)
- Overall, the impact of the Proposed Development on the daylight amenity of this neighbouring building is **negligible and non-significant**.

Plot 10B – Sunlight Amenity

Macintosh Mill

- BRE Target and Acceptable Tolerance: 17 rooms appraised (28%)

- 2 bedrooms (3%) would achieve sunlight values within an acceptable tolerance of both the winter and annual sunlight targets.
- 8 rooms (13%) would achieve either the annual sunlight target or the winter sunlight.
 - 5 rooms, of unknown use, would experience a **negligible and non-significant** impact on annual sunlight amenity.
 - 3 rooms (1 LKD, 1 bedroom, 1 studio), each served by windows set below pavement level and looking into a narrow lightwell, would experience no reduction (from very low baseline levels) in winter sunlight amenity. Impacts on winter sunlight amenity of these rooms is negligible. These 3 rooms would experience a moderate and major magnitudes of change in annual sunlight amenity, equating to a major adverse impact on the LKD and studio, and a moderate adverse impact on the bedroom.
- Rooms which do not achieve or come within an acceptable tolerance of either the annual or winter targets: 17 rooms (28%; 10 bedrooms and 7 LKDs). These rooms would predominantly experience major magnitudes of change to both winter and annual sunlight amenity. Impacts on the sunlight amenity of the LKDs is therefore major adverse. Impacts on sunlight amenity of the bedrooms is moderate adverse.
- Overall the impact of the 10B Proposed Development on sunlight amenity of Macintosh Mill is considered to be **moderate adverse**.

Macintosh Mill – External Amenity Space

- The sunken gardens external amenity area of Macintosh Mill, facing Hulme Street, have been time in sun appraised.
- The area would experience no impact / reduction in time in sun. In the Proposed Condition, 56% of this external amenity area would achieve the BRE target of 2 hours' time in sun on 21 March (against a target of 50%). On that basis this external amenity area will remain adequately sunlit throughout the year.
- The impact of the Plot 10B Proposed Development on the sunlight amenity of the Macintosh Mill sunken gardens is therefore **negligible and non-significant**.

Chorlton Mill

- BRE Target and Acceptable Tolerance: 83 rooms appraised (100%)
- The impact of the Plot 10B Proposed Development on Chorlton Mill is therefore **negligible and non-significant**.

City South Apartments

- BRE Target and Acceptable Tolerance: 197 rooms appraised (100%)
- The impact of the Plot 10B Proposed Development on City South Apartments is therefore **negligible and non-significant**.

Plot 11 First Street

- The Site facing windows of Plot 11 are therefore northwest facing. On that basis, these window have a very limited expectation of direct sunlight over the Plot 10 Site.
- The Plot 10B Proposed Development will therefore have a **negligible and non-significant impact** on the sunlight amenity of this neighbouring building's Site-facing rooms.

Manchester Student Village

- BRE Target and Acceptable Tolerance: 97 rooms appraised (100%)
- The impact of the Plot 10B Proposed Development on Manchester Student Village is therefore **negligible and non-significant**.

James Grigor Square

- Once completed, 80% of James Grigor Square would achieve the BRE target of 2 hours' time in sun on 21 March (against a target of 2 hours' time in sun to 50% of the area). On that basis this external amenity area will remain adequately sunlit throughout the year.
- The impact of the Plot 10B Proposed Development on the sunlight amenity of James Grigor Square is therefore **negligible and non-significant**.

Daylight and Sunlight Analysis Discussion

- 6.113. The assessment must be considered within context, particularly Macintosh Mills. In the first instance, certain windows and rooms of Macintosh Mill are inherently limited in their capacity for daylight and sunlight amenity at lower ground floor level. The windows serving these rooms are set below pavement level within a narrow lightwell. As such rooms served by these windows in the baseline condition have both a low level of daylight and sunlight amenity in the baseline condition. As a consequence, these windows have a heightened susceptibility to changes of mass in the surrounding area. In effect, even small changes in real terms are likely to result in moderate and major magnitudes of change.
- 6.114. Windows at upper ground floor level and above currently enjoy an outlook over a large parcel of land that is free of any buildings or structures. Such an unobstructed outlook is highly unusual for windows of a low rise building within the City Centre. Given the longstanding regeneration ambitions for First Street and the fact that such parcels of land in Manchester City Centre are frequently developed, such an outlook over a development plot (as opposed to say, a public square or park) and the amenity associated with that should be considered a temporary scenario.
- 6.115. Given the unobstructed outlook, the effect on daylight and sunlight amenity resulting from any comprehensive development of the Site will unavoidably result in very significant changes to that outlook. Given the presence of high sensitivity rooms, localised adverse impacts should be reasonably anticipated with any redevelopment of this Site, again which is in accordance with the longstanding regeneration ambitions for First Street.
- 6.116. There are an estimated 20-25 apartments in this part of Macintosh Mill and the two small 'projections' / projecting wings that face onto Plot 10a. These account for a minority of the circa 100 apartments within Macintosh Mill, with the majority of apartments in this building being part of the long, main 'wing' (oriented east-west) and served by north and south facing windows, and unaffected by the Proposed Development. The affected windows and rooms therefore comprise a small minority of those across the building as a whole.
- 6.117. Furthermore, it is important to consider these results within the context of other developments within the City Centre. The results are comparable with other successful neighbourhoods and recent consents within the City Centre. This includes, Macintosh Village, where rooms in existing buildings unaffected by Proposed Development experience low levels of daylight and sunlight amenity, below that anticipated within Macintosh Mill as a result of the Proposed Development.
- 6.118. As such, the daylight and sunlight impacts are considered to be acceptable within the context of the City Centre environment. It should also be recognised that the First Street SDF indicates that heights of between 12 and 17 commercial storeys would be appropriate on the Site. At equivalent to circa 10 commercial storeys, the Proposed Development is therefore well below the scale of development envisaged at this location.
- 6.119. At 14 residential storeys, the student accommodation block (Plot 10b) steps down from 10a creating a transition to the residential and historic buildings to the east. The building is around 24 metres lower than the maximum height envisaged in the SDF. The building has also been set back from Macintosh Mills to over double the distance of separation required by the restrictive covenant (the agreed restrictions on development within a certain distance). The upper floors are almost 24 metres away from the Macintosh Mills which is in excess of the 20m which the MCC Residential Design Guide (2016) suggests as 'the norm' for back-to-back distances.
- 6.120. Further details can be found within the Daylight, Sunlight and Overshadowing Chapter prepared by Proximity.

Privacy and Overlooking

- 6.121. The Proposed Development has been carefully designed to minimise the potential for overlooking into surrounding properties. The closest residential building is the Grade II Listed Macintosh Mill, which is located across River Street, directly facing the proposed Plot 10b building. Directly facing elevations are circa 24m apart, in excess of the 20m suggested as a 'norm' for back-to-back properties set out within Manchester's Residential Quality Guidance (RQG).
- 6.122. The western elevation of the building is circa 12m from the elevation of Plot 10a. Whilst this less than the 20m envisaged by the RQG, that document acknowledges that this will not always be possible within dense urban environments and the distance is commensurate with other successful residential accommodation within the city.

Noise and Vibration

- 6.123. A noise and vibration assessment has been undertaken, based on environmental surveys, predictions and calculations for the Proposed Development.
- 6.124. The impact of noise during demolition and construction of the Proposed Development has been predicted and assessed in accordance with BS 5228 guidance. Impacts from demolition and construction activities are predicted at the closest noise sensitive receptors to the works, with temporary negligible to moderate adverse effects anticipated to arise. This takes into account the implementation of Best Practicable Means (BPM) and a Construction Environmental Management Plan (CEMP).
- 6.125. The impact of noise from demolition and construction traffic has been predicted and assessed in accordance with criteria presented in the Design Manual for Roads and Bridges (DMRB), in line with industry best practice. The effect of demolition and construction traffic noise is anticipated to be minor at the highest sensitive receptor (i.e. residential properties).
- 6.126. The impact of vibration during demolition and construction of the Proposed Development has been predicted and assessed in line with BS 5228 guidance. At a distance of approximately 20 m from the worst-case vibration source (i.e. the approximate distance between the worst-case vibration source and the nearest and most sensitive receptors), the effect of vibration is anticipated to be minor adverse at worst case, though likely negligible in practice.
- 6.127. During the operation of the Proposed Development, plant noise is anticipated to have a minor effect on the nearest noise-sensitive (i.e. residential) receptors. Any noise from the proposed food hall is predicted to have a minor adverse effect on the nearest noise-sensitive receptors and structurally adjoined student accommodation. Similarly, any noise from the proposed resident's gym located in the student accommodation tower is predicted to have a minor effect on the structurally adjoined student accommodation.
- 6.128. Environmental noise levels have been modelled at the façade of the Proposed Development. Based on the assumption that internal noise levels provided in BS 8233 and MCC criteria will be achieved, the anticipated effect is predicted to be minor.
- 6.129. The Proposed Development and committed developments within 100m of the Site may give rise to increased cumulative effects during the demolition and construction phase; this is based on a worst-case assumption that the demolition and construction of the Proposed Development and committed developments take place at the same time. The potential significant effects would, however, be temporary in nature.
- 6.130. For operational effects, it is assumed that all other developments will need to comply with the MCC planning policies, resulting in a negligible effect on any nearby noise sensitive receptor.

Wind Microclimate

- 6.131. A Wind Microclimate ES Chapter and supporting technical appendices 13.1 and 13.2 has been prepared by Architectural Aerodynamics as part of this application. This report assesses the likely Wind Microclimate impacts of the Proposed Development and surrounding area.
- 6.132. A computational study was conducted to assess the potential impact of the Proposed development on the Wind Microclimate. This assessment has been able to provide a reliable quantification of wind speed

probability at a variety of accessible spaces in and around the Proposed Development. It has used the LDDC Lawson Criteria, the industry standard for assessing wind microclimate impacts.

- 6.133. The current assessment has considered a number of scenarios, namely the introduction of the Proposed Development independently, the introduction of Plot 10a independently, and the introduction of the Proposed Development and Plot 10a together. Each of these scenarios has been considered twice, once in the context of baseline / existing surrounds, and once with the addition of cumulative surrounding developments.
- 6.134. In all scenarios, upon the introduction of the Proposed Development in all forms assessed, the Lawson criteria for safety are met within the Site and surrounding area, while conditions are suitable for existing and planned uses when assessed against the Lawson comfort criteria.
- 6.135. As a result the effect and residual effect of the Proposed Development in all forms assessed is negligible, and is not significant. Mitigation is not required. Cumulative effects have been found to be negligible.
- 6.136. Further details of the Wind Microclimate are discussed in Chapter 13 of the ES.

Ventilation

- 6.137. A Ventilation Statement has been prepared by Ridge in support of this application. The report provides details of the proposed ventilation strategy, which has been designed in accordance with the requirements of the Building Regulations Approved Document F and associated CIBSE guidance documents.

Student Accommodation

- 6.138. The primary requirement for the bedrooms is to provide a naturally ventilated solution, this being the most desirable solution for residential use. However, due to the requirement to avoid summertime overheating as per Part O of the Building Regulations and noise constraints, supplementary mechanical ventilation will also be required. Mechanical ventilation will be adopted in the bedrooms and kitchen / living space in accordance with Approved Document Part O and Part F.
- 6.139. Both the bedrooms and the kitchen / living room windows are openable and include a 100mm restrictor in order to satisfy both the summertime overheating (Part O of the Building Regulations) and purge ventilation requirements (Part F of the Building Regulations).
- 6.140. The habitable rooms have passed Part O of the Building Regulations based on a combination of openable windows and the use of MVHR units, as set out in the Ventilation Statement.

Foodhall

- 6.141. For the food hall, mechanical ventilation is proposed in the form of local MVHR. These systems shall be hidden in the ceiling void with the fresh air and exhaust provided locally in the form of louvres. Heating and cooling will be provided via a Variable Refrigerant Flow (VRF) heat pump system with the MVHR units recovering heat from the space. The plant, storerooms and back of house areas will be provided with extract ventilation to meet the requirements of Part F.

Gym

- 6.142. For the gym, mechanical ventilation is proposed in the form of local MVHR. Heating and cooling will be provided by fan coil units connected to a VRF heat pump system with the MVHR units recovering heat from the space. These systems shall be hidden in the ceiling void with the fresh air and exhaust provided locally in the form of louvres.
- 6.143. Based upon these measures the proposals are in accordance with ventilation requirements set out with the development plan, material considerations and guidance. Further information is found in the Ventilation Statement produced by Ridge.

Waste Management and Servicing

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN19 – Waste

Relevant policies, material considerations and guidance:

- **Material Considerations and Guidance:**

- **GD04 Waste Storage and Collection Guidance for New Developments**

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- 6.144. Vectos has undertaken the necessary calculations to forecast waste creation from the Proposed Development. This has fed into the requirements for bin capacity, including waste recycling proportions.
- 6.145. Detailed information on waste and servicing can also be found in paragraphs Section 3, however a summary is provided below.
- 6.146. A service yard area is provided between Plots 10a and 10b with access for service vehicles from Hulme Street. The service yard will be delivered in full once the Plot 10b proposals are brought forward.
- 6.147. All deliveries at the development will be undertaken between the hours of 07:00 and 20:00. Measures will be taken regarding pedestrian safety/amenity and servicing will be made with a minimum amount of noise and no use of the horn at any time.
- 6.148. The student residence will have a 24-hour management team which will be responsible for managing the waste and recycling strategy on-site. Every two days, the management team will move the refuse bins to the collection point at the day of servicing.
- 6.149. The waste generated through the operation of the food hall is to be collected daily by the Food Hall staff/cleaners and deposited in bins in the refuse store, back of house. The food hall bin store will include 3 no. 1100l euro bins and 3 x 240litre bins plus space for oil collection.
- 6.150. The Waste Management Strategy prepared by Vectos demonstrates that the proposed bin stores can accommodate the forecast number of bins with some space capacity available if needed.
- 6.151. Please refer to the Waste and Servicing Strategy and completed MCC Waste Proforma prepared by Vectos SLR for additional information on servicing and access and is discussed further in Section 5 of this Statement.
- 6.152. On this basis the proposals comply with the relevant waste policies, material considerations and guidance.

Servicing

- 6.153. As noted in Section 3, a shared service yard for Plot 10a and the forthcoming Plot 10b development is provided as part of the Proposed Development and includes a loading bay for deliveries and service vehicles. It is acknowledged that the two Plots may be delivered in different timeframes. In the interim period Plot 10a's service yard will be slightly narrower but still maintain appropriate sizing to allow servicing vehicles to manoeuvre in and out of the yard easily, as shown within the tracking details provided in the Waste and Servicing Strategy prepared by Vectos SLR. Once Plot 10b is delivered the full width of the servicing yard will be available and again has been fully tracked within the Waste and Servicing Strategy.
- 6.154. Servicing and deliveries will be carefully managed to ensure that regular deliveries are coordinated with Plot 10a and wider First Street. It is anticipated that regular deliveries and servicing can be shared trips. In addition, Plot 10a incorporates an internal servicing bay which will ensure the servicing yard has easy access should for any reason there be two concurrent deliveries across both 10a and 10b. All drivers will also be required to ensure they turn the engine off when not in use to minimise any noise and carbon emissions.
- 6.155. All deliveries at the development will be undertaken between the hours of 07:00 and 20:00, in line with MCC guidelines.
- 6.156. On this basis the proposals comply with the relevant servicing policies, material considerations and guidance.

Flood Risk and Drainage

Relevant policies, material considerations and guidance:

- **Policies:**

- Core Strategy Policy EN14 – Flood Risk
 - Core Strategy Policy EN17 – Water Quality
 - Core Strategy Policy DM1 – Development Management
-

Relevant policies, material considerations and guidance:

- Manchester and Salford Strategic Flood Risk Area
 - **Material considerations and guidance:**
 - NPPF Section 14 - Meeting the challenge of climate change, flooding and coastal change (paragraphs 159 and 161 to 166)
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- 6.157. A Flood Risk Assessment and Drainage Strategy was prepared by RoC Consulting in support of this application. application which considers the risks of various sources of flooding to the Site and the consequent risks of flooding to downstream receptors from the Proposed Development, as well as outlining a foul and surface water drainage strategy.
- 6.158. The Site is in an area identified as having a low to medium probability of flooding on the Environment Agency Flood Map and is located in both Flood Zone 1 and 2.
- 6.159. Flood level data obtained for the culverted River Medlock indicates that the Site partially located in Flood Zone 2 around the northeast corner of the development where existing levels are below the 0.1% flood level of 30.92m. In order to mitigate flood risk, the finished floor level is set above this at 30.925m AOD which takes into account the average ground level of the Site, adjacent road level and critically the estimated river or sea flood level (1% plus climate change flood level).
- 6.160. The Flood Risk Assessment (FRA) has reviewed all sources of flood risk to both the Proposed Development and to existing adjacent properties as a result of the Proposed Development and finds that the development site is not at significant flood risk, nor does it increase flood risk off-site
- 6.161. The primary option for surface water disposal would ordinarily be via infiltration. However, based on encountered ground conditions, permeability testing and constraints of the Site this is not considered to be feasible and therefore discharge will be to the public combined sewer network as per the existing site regime.
- 6.162. Discharge from the Site would be restricted to 4.85 l/s which represents the existing calculated Q1 brownfield runoff rate with a 50% betterment applied in accordance with local planning policy.
- 6.163. Foul water drainage is intended to combine with the surface water drainage system at the final outfall and will discharge to the diverted 610mm dia. combined sewer in River Street subject to UU approval
- 6.164. This Flood Risk Assessment and Outline Drainage Strategy is considered to be commensurate with the Proposed Development and in summary, the development can be considered appropriate for Flood Zone 1 in accordance with the NPPF.

Traffic, Transport and Accessibility

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy T1 – Sustainable Transport
 - Core Strategy Policy T2 - Accessible Areas of Opportunity and Needs
 - Core Strategy Policy CC5 – Transport
 - **Material considerations and guidance:**
 - NPPF Section 9 – Promoting Sustainable Transport
 - Policy CC9 – Design and Heritage
-

- 6.165. The application is supported by a Transport Statement prepared by Vectos, which concludes that development will not adversely affect the operation of the highway and meets the criteria set out in national and local policy for sustainable development.

- 6.166. The Transport Statement sets out that the Site benefits from being extremely accessible by sustainable transport modes including walking and cycling and public transport modes including bus, Metrolink and rail:
- It is considered that the Site has a good existing pedestrian infrastructure which facilitates excellent opportunities for trips to be made by pedestrians and disabled users to the local amenities both within the City Centre and towards Hulme.
 - There is a good provision of cycle infrastructure within the vicinity of the Site, including National Cycle Route 6.
 - The closest bus stop is within 200m of the Site and with additional services within Whitworth Street and from Oxford Road. These provide regular services to the wider conurbation.
 - The Deansgate-Castlefield Metrolink is approximately 400m walk from the Site which provides a regular service for almost all of the Metrolink service lines.
 - The Site also benefits from being within 500m from Deansgate Railway Station and within walking distance to both Oxford Road and Piccadilly Railway Stations. These provide a range of routes that range from local stopping services to national routes.
- 6.167. The Transport Statement considers the number of trips anticipated to be generated by the Proposed Development. It concludes that given the proposals are car-free it is likely that a majority of the trips will be made using sustainable transport modes and that the overall number of vehicle movements associated with the proposed use will be negligible.
- 6.168. A Framework Travel Plan has also been included within the application submission to identify measures to capitalise on the Site's highly accessible location and reduce the use of a private car.
- 6.169. As part of this, the Proposed Development will include 88 secure cycle spaces to encourage sustainable active travel. An additional 12 spaces are provided for visitors within the public realm. In addition, House of Social will offer bikes free of charge for students, kept within the cycle store, to use on a regular basis as well as the students being able to store their own bikes within the secure cycle stores.
- 6.170. For those who do need to use the private car, there is extensive nearby parking in the Q-Park First Street with 700 spaces and the NCP Hulme Street car park with 114 Spaces. This reflects the parking strategy envisaged by the First Street SDF.
- 6.171. In terms of accessible parking there are 28 parking spaces for disabled people provided in the First Street Q-Park multi-storey car park. In addition to this, there are 6 on-street parking bays where drivers with disabilities can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.
- 6.172. In relation to construction traffic, an Outline Demolition and Construction Environmental Management Plan will be developed and agreed with MCC prior to construction commencing. This will identify measures to mitigate impacts associated with construction traffic on the local and strategic transport networks.
- 6.173. Overall the Proposed Development is in accordance with the relevant transport and highways planning policies and guidance.

Safety and Security

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - **Material considerations and guidance:**
 - NPPF Section 8 – Promoting healthy and safe communities (paragraph 92)
-

- 6.174. A Crime Impact Statement has been prepared by Greater Manchester Police (GMP). Overall, having assessed the development using principles of 'Crime Prevention through Environmental Design' the report highlights a number of positive aspects of the proposals which include:
- Bring vitality to an under-utilised site through re-development and introduction of new residents.
 - Active frontages that will help to improve the level of natural surveillance into the surrounding area and public realm.
 - The Proposed Development provides ground floor activity in the form of student amenity spaces, gym and reception spaces. Additionally, the ground floor includes a food-hall and small coffee shop kiosk providing for increased activity.
 - The footprint of the building is simple and free from deeply recessed concealed areas.
 - Student amenity spaces provide opportunities for residents to meet and foster community relations. Schemes with good social communities are less likely to tolerate inappropriate behaviour.
 - Main entrance is accessed via an electronic access control fob system for residents and staff. The arrangement of the lobby is greeted and controlled via a concierge.
- 6.175. The Crime Impact Statement also sets out a number of recommendations that will be considered as part of the fit out and management stages of the development which will be incorporated as the design develops:
- Robust control of access to back-of-house areas
 - Access controls through building
 - Install security certified doors, glazing and windows
 - Secure lockers for staff
- 6.176. Further details on the crime prevention measures of the Proposed Development can be found within the Design and Access Statement prepared by TGA.

Ground Conditions

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EN18 – Contaminated Land and Ground Stability
 - Core Strategy Policy DM1 – Development Management
- **Material considerations and guidance:**
 - NPPF Section 15 - Conserving and enhancing the natural environment (paragraphs 183 to 188)

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- 6.177. A Phase 1 Desktop report and a Phase 2 Ground Investigation Report have been produced by RoC.
- 6.178. The Site currently comprises an area of open rough ground situated within the wider First Street development. At the time of inspection the Site was vacant with no significant sources of contamination noted. Historical map records indicated the Site formed part of the Dunlop Rubber works and was situated immediately south of the former Gaythorne Gas Works, with credible sources of contamination noted both on and adjacent the Site.
- 6.179. Evidence of contamination has been recorded across the Site within made ground deposits. This contamination poses a risk to future site users and will be remediated through a capping system in any areas of soft landscaping in order to inhibit any potential pathways. The assessment indicates that the majority of Made Ground soils at the Site are suitable for disposal as non-hazardous waste while natural soils are suitable for disposal as inert waste.

- 6.180. 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 the construction phase.
- 6.181. Ground gas monitoring has revealed only slightly elevated levels of carbon dioxide within site soils and the Site has therefore been classified as Characteristic Situation 1 with no envisaged remedial measures in regard to ground gas. This assessment is provisional and will be revised on completion of the monitoring programme through a subsequent addendum to Phase 2 Ground Conditions report.
- 6.182. On the basis of the above it can be concluded that ground conditions of the Site are suitable for the Proposed Development and will not pose any risk to the users.

Construction Management

Relevant policies, material considerations and guidance:

▪ Core Strategy Policy DM1 – Development Management

- 6.183. Chapter 5 of the ES sets out the proposed construction methodology and expected programme for the development of Plot 10b.
- 6.184. The construction programme for Plot 10b will span a period of approximately 2 and a half years.
- 6.185. The construction programme has been based on normal construction working hours in line with Manchester City Council guidance to protect residential amenity. Construction activities will be managed in accordance with the relevant guidance and legislation.
- 6.186. Any impacts on amenity during construction will be temporary in nature. Mitigation will be implemented in line with the recommendation set out by the noise and air quality assessments that have been prepared according to the relevant legislation and guidance.
- 6.187. In line with the requirements of Policy DM1 the construction management measures will consider any effects on amenity, crime, refuse management and vehicular access and servicing. The contractor will be required to adhere to the Considerate Contractors initiative.
- 6.188. A separate Construction Management Plan has been produced for the 10a application. The contractors for both 10a and 10b are fully co-ordinated with relation to the close proximity of the proposals, and have considered the impacts as a whole.
- 6.189. A Site Waste Management Plan for the respective plots will be submitted as part of condition discharge stage.

Local Labour Agreement

Relevant policies, material considerations and guidance:

▪ Core Strategy Policy EC1 – Employment Growth and Economic Growth in Manchester

- 6.190. The Applicant is committed to a Local Labour Agreement as part of the proposed construction process for the Proposed Development. Further details are provided in the Local Labour Agreement submitted as part of the planning application.

Operational Management

Relevant policies, material considerations and guidance:

▪ Core Strategy Policy DM1 – Development Management

Student Accommodation

- 6.191. A 24-hour on-site presence will provide immediate response to all incidents in line with its Standard Operating Procedures, enabling staff to quickly attend to any reported incidents on the development, including any disputes, noise issues or behavioural problems. More detailed Operating Procedures relating to Noise Management and Incident Reporting are provided within the Operational Management Plan.
- 6.192. The residence will have 24-hour access for pedestrians through the main entrance, and through a management office which will be manned 24-hours a day, giving the team complete visibility of everyone entering and leaving the Site. Access will also be provided through the Food Hall during opening hours.
- 6.193. Entry will be through a computer-based access control system and every student will be issued with an electronic fob which will give them access to the communal space as well as their specific cluster apartment. This system allows for fobs to be deactivated, in the event of loss, and also provides a full audit of the use of every door lock and every fob. Non-residents who visit will be required to sign-in and will wait in the reception area for the resident to come and collect them.
- 6.194. During out-of-office-hours the customer service team will also conduct regular site patrols within the site, tracked and monitored through a building management system. The site will benefit from CCTV and a bespoke internal and external lighting scheme to ensure that both within the property and outside, a safe and secure environment is created.
- 6.195. A fully detailed arrival procedure has been put together by House of Social to ensure that the beginning of the tenancy and the residents' arrival is carried out with the minimum of disruption to the surrounding highway operation as well as creating the very best impression for the arriving students.
- 6.196. There are 28 disabled parking spaces provided in the First Street Q-Park multi-storey car park which is c.120m from the Site. In addition to this, there are 3 on-street parking bays where disabled drivers can park without payment or limit almost adjacent to the Site, located on the northern side of River Street between Medlock Street and James Grigor Square.
- 6.197. The Proposed Development will benefit from 88 cycle parking within a cycle store on the ground floor, with the entrance close to the main pedestrian entrance into the building. A further 12 visitor cycle spaces will be provided within the public realm areas convenient for visitors to the Site.
- 6.198. The regular post-person will have access to the Site, via the main front entrance to make their daily deliveries to each individual letterbox. For all other deliveries, the courier/post-person will use the intercom call button for the address of the delivery.

Foodhall

- 6.199. A management policy will include employment of door staff and appropriate register of staff on duty. The management team and door staff will liaise with the overall estate management in respect of the areas and develop a queue management policy and external smoking policy.
- 6.200. Sale of alcohol will be controlled and a 'Challenge 21' policy will be implemented. Door staff will remove drinking vessels from customers on exit of the building and outside licenced areas.
- 6.201. The management team will be required to adhere to the acoustic limitations and noise from amplified music, emptying bins or voices shall not be such as to cause noise nuisance to the occupants of nearby premises.
- 6.202. There will be fobbed access for House of Social residents to the food hall from the reception and the first floor, onto the mezzanine/hub. External customers will be able to access the food hall from River Street and from the public realm between Plot 10a and Plot 10b.

- 6.203. Mezzanine, outside areas and outside seating areas will be cleaned every morning and litter is to be removed multiple times per day .
- 6.204. All management staff on shift will be first aid and fire extinguisher trained. Each kitchen will be required to have at least one member of staff who is first aid trained on shift.
- 6.205. Operating Hours are as follows:
- Operating Hours – 08:00 – 01:00 (following morning) Monday – Sunday
- 6.206. Once the Food Hall is shut it will adhere to a strict dispersal policy to minimise the impact on the local community, a detailed breakdown of provisions can be found in the Operational Management Plan.

Summary

- 6.207. This section of the report provides a summary of how the application proposals have been comprehensively assessed in relation to the Development Plan and other material considerations. This has taken place during an extensive process of pre-application consultation and technical due diligence including the preparation of an Environmental Impact Assessment and other technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

7. Tall Building Evaluation

- 7.1. This section has been prepared to present the Proposed Development in its local urban context and assess the extent to which they are considered to be appropriate in relation to relevant Guidance and Policy criteria.
- 7.2. Core Strategy Policy EN2 Tall Buildings sets out that tall buildings are defined as those which “*are substantially taller than their neighbourhoods and/or which significantly change the skyline*”. The emerging context is one which does include significant height, including the 45 storey element of Plot 11 to the south of the Site. It is however be recognised that First Street North and Macintosh Village are of a lower density and that the introduction of Plot 10b will introduce a taller structure when looking towards the Site from Macintosh Village.

Policy and Guidance Summary

- 7.3. The evaluation of the Proposed Development as set out below is based on the criteria contained in the ‘Guidance on Tall Buildings Document’ published by Historic England in March 2022 and in particular against the criteria set out within Section 4 of that document. The proposals are also assessed against the Core Strategy Policy EN2 (2012) on Tall Buildings.
- 7.4. It sets out that the following factors to determine the potential impacts that tall buildings could have on the historic environment:
- Quality of places: the distinctive qualities and values of a place including historic character and context;
 - Heritage: understanding the significance of the historic environment and the potential impact on this significance;
 - Visual: the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;
 - Functional: the design, embodied carbon and carbon cost, construction and operation;
 - Environmental: the influence on local micro-climates such as creation of wind tunnels, canyon effect, over-shadowing, glare, and air quality and effect on heritage assets in terms of the impact these micro-climatic changes could have upon their fabric, and how they are experienced; and
 - Cumulative: the combined impacts on heritage assets from existing, consented and proposed tall buildings.
- 7.5. Historic England’s Advice Note 4 goes on to suggest that these can be considered by assessing how a proposed tall building responds to the following:
- The response to local context;
 - Impact on the Local Environment
 - Architectural Quality;
 - Functional design;
 - Sustainable Design and Construction; and
 - A Well Designed and Inclusive Environment.
- 7.6. These six items have been used to structure this Section. To avoid repetition, reference is made to commentary contained within the preceding policy assessment in Section 6 as appropriate.

Response to local context

- 7.7. With regard to responding to the Local Context, the Historic England Guidance states the following:
- “Understanding local context (including its evolution) is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings. It is important that the massing and scale of the building is appropriate in relation to its surroundings and responds to context to avoid or minimise harm to the significance of heritage assets. It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape, town/cityscape and skyline. Where tall buildings are proposed in regeneration areas, there may be opportunities to improve local character through design.”*
- 7.8. This part of the policy also relates to Policy EN2 contained in the Core Strategy, namely that proposals for tall buildings should “ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.”
- 7.9. Significant consideration has been given to the location and form of the Proposed Development to ensure they sit comfortably within their surrounding context. Full details of the design options explored for the taller building are provided in the Design and Access Statement.
- 7.10. As part of this process it was important to identify the key townscape and heritage viewpoints. In line with the Advice Note 4, a Zone of Visual Influence was used as an initial tool to understand the impact of the Proposed Development and was then supplemented by site visits by the design team, TVIA consultant and the heritage consultant. From this a series of viewpoints were carefully selected and photographed in accordance with the Landscape Institute's 'Guidelines for Landscape and Visual Impact Assessment' guidance. These verified viewpoints were agreed in conjunction with the design team, the TVIA consultant, the heritage consultant, Historic England and MCC.

Townscape

- 7.11. The TVIA (ES Chapter 12) was undertaken by Planit and examines the impact that the Proposed Development will have on the townscape of Manchester City Centre and on the townscape character of the zones immediately surrounding the Proposed Development.
- 7.12. The study area for the assessment is approximately 500m from the centre of the Site, in order to encompass the full extents of the Site, the wider First Street area as defined within the SDF, and also takes into consideration the immediately adjacent townscape character areas which the Proposed Development may significantly influence.
- 7.13. A total of 11 viewpoints have been agreed and were used to assess the visual and townscape impacts, as included within ES Appendix 12.4.
- 7.14. The TVIA is supported by Accurate Visual Representation (AVRs) consisting of rendered and wireline images of the Proposed Development superimposed onto baseline photographs which are accurately surveyed from selected viewpoints.
- 7.15. During the construction phase the townscape and visual effects include:
- Site setup and site compound (visual effects).
 - Site/boundary fencing (visual effects).
 - Site clearance, removal and disposal of any existing material (landscape and visual effects).
 - Ground Works including site remediation, levelling & preparation (townscape effects, and visual effects).
 - Site access taken (movement and linkages – townscape effects).
 - Contractor parking, plant and equipment (visual effects).

- 7.16. Impacts resulting from the operational phase have been identified with reference to interactions between the proposed development and townscape and visual receptors, a detailed list of these receptors and the potential impact can be found in **Table 12.9** in Chapter 12 of the ES
- 7.17. Overall, the TVIA identifies negligible neutral to medium adverse effects as a result of the construction phase based upon the identified construction impacts. During the operational phase it is concluded there will be a negligible beneficial to a large beneficial effect as a result of the buildings, largely due to the positive effect of developing a currently underused Site.

Heritage – Viewpoints and Setting

- 7.18. A Heritage Statement has been prepared by Deloitte in support of this application this statement assesses the likely impact of the Proposed Development on Built Heritage. This is important in relation to Advice Note 4 which states that applications should include a Heritage Assessment and seek to have a positive impact with heritage assets and their settings.
- 7.19. There are no listed buildings within the Site. However, an initial assessment identified the Proposed Development was most likely to have the potential to effect heritage assets within a 250m radius. This is outlined within Section 2 of this Statement and within the Heritage Statement submitted with the application.
- 7.20. A range of views were considered in association with the TVIA consultants, Planit-IE. The views were carefully considered to ensure they consider not just the asset and Proposed Development, but also the broader townscape context. A total of 11 viewpoints have been agreed to assess the impact on heritage assets these can be viewed within Section 4 of the Heritage Statement.
- 7.21. A full of assessment of views has been undertaken as part of the Townscape and Visual Impact Assessment being submitted alongside this Heritage Statement. A number of these views have been taken forward to be used in assessing the impact of the Proposed Development on the identified assets.
- 7.22. As well as assessing the potential impact of the Proposed Development it was also important to understand the setting of each heritage asset and identify whether there is any potential for this to be impacted. This is important in relation to ‘The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)’ by Historic England which states *“setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance”*.
- 7.23. Where there was absolutely no impact along with its setting, and the Proposed Development cannot be viewed or understood at the same time, (tangibly or intangibly), assets were discounted from further assessment.
- 7.24. From this analysis 5 heritage assets were scoped into the assessment while 4 assets were scoped out. A detailed list of these assets can be found in the heritage statement.
- 7.25. The Site itself in its current form was demonstrated within the Heritage Statement to be making a neutral or negative contribution to the setting of all 5 identified heritage assets.
- 7.26. The Proposed Development has been designed to respond its heritage setting. As set out in Section 3 of this Statement careful consideration has been given to the scale and massing of the proposals as well as the appearance and materiality.
- 7.27. Overall, the Heritage Statement sets out that the Proposed Development will result in instances of less than substantial harm to identified heritage assets at Macintosh Mill, Mill chimney stack on west of junction with Cambridge Street and Chorlton New Mill and attached chimney. The Proposed Development will result in instances of no harm to heritage assets at Chorlton Old Mill and Mill on north-east corner of junction with Chester Street.
- 7.28. On the basis that the assessment has identified the proposals as resulting in ‘less than substantial harm’ it is considered that paragraph 202 of the NPPF applies. Paragraph 202 states *“that where a proposal will lead to less than substantial harm on the significance of a designated heritage asset that it should be weighed against the public benefits of the proposal.”*
- 7.29. There are substantial public benefits associated with the Proposed Development. The scheme has been designed in a way that transforms a currently undeveloped Site into one that contributes positively to the

historic setting of its surroundings, helping to re-invigorate the space and contribute to the wider area. This is important in relation to Core Strategy EN3 which highlights that MCC will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.

- 7.30. The proposed development will be constructed and operated in a sustainable manner leading to an improvement over the notional building Part L2 2021 carbon emissions due to an energy demand reduction helping contribute to the Cities 2038 Net-Zero ambition.
- 7.31. Significant economic benefits will be associated with the scheme during both construction and operation through creating employment for local people and fostering investment to help support the local economy.
- 7.32. The scheme will drive wider societal benefits helping to meet the growing demand for student accommodation in one of the largest student populations in the UK. The proposed development will increase the level of connectivity between the Site and wider City and foster a sense of place through mixed-use development enhancing the vibrancy of the neighbourhood.
- 7.33. A detailed breakdown of public benefits can be found in Section 7 of this statement.
- 7.34. Overall, therefore the heritage statement and public benefits assessment found the Proposed Development is in accordance with statutory legislation and national and local policy. A more detailed breakdown of the impacts of the Proposed Development on built heritage can be found in the Heritage Statement.

Impact on the Local Environment

- 7.35. With regard to impact on the local environment, Advice Note 4 sets out:
- “People’s experience of local character and the historic environment can be affected by factors such as wind and other microclimatic changes, overshadowing, and light pollution from the development of a tall building. In some cases, this has the potential to impact the physical fabric of heritage assets. It is important to test impacts on the local environment at design stage and present these through the application process to reduce the incidence of interventions being required to mitigate impacts post construction (which may in turn harm character and quality of a site, street or area).”*
- 7.36. Similarly, Policy EN2 states that
- “By their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.”*
- 7.37. The proposals have no potential to impact the physical fabric of heritage assets. Consideration of the Proposed Development in relation to its effect on the local environment and amenity is provided in the following locations and briefly summarised as:
- **ES Chapter 6: Air Quality:** The Proposed Development is deemed to have negligible impacts at all existing and proposed locations regarding air quality. Best practice design measures will be always utilised and the effects during construction and operational phases of development, including through a construction management plan and through promoting sustainable transport modes during operation.
 - **ES Chapter 8: Daylight, Sunlight and Over Shadowing:** As detailed above in Section 5, the daylight sunlight assessment submitted with the application robustly assesses the impact of the Proposed Development on nearby residential properties and amenity areas. Whilst receptors within Macintosh Mill that face the Site will experience adverse impacts on daylight and sunlight amenity, these are relatively localised and the impacts overall are considered to be commensurate to the Site’s city centre location.
 - **ES Chapter 10: Wind Microclimate:** Overall, the environment within and surrounding the Site following the delivery of the tall buildings is comfortable for their intended use. There are no reported safety issues brought about due to the proposed design.

- 7.38. In summary, the potential impact of the Proposed Development on its surroundings and on amenity is considered in the above technical assessments and within this Statement. In conclusion, the results of the technical assessments do not result in unacceptable impacts on amenity, when considered in the context of the economic and regeneration benefits of the Proposed Development.

Architectural Quality

- 7.39. With regard to architectural quality of the Proposed Development, Historic England's Advice Note states:
- "Consideration can be given to whether a distinctive landmark design or a restrained architectural response is more appropriate in terms of the likely impact on the historic environment. High-quality architecture involves designing a tall building 'in the round' so it is coherent from all directions taking account of a building's scale, form, massing, proportions, silhouette, façade materials and detailed surface design. It is important to note that not all tall buildings can be landmarks, and not all landmarks need to be tall buildings"*
- 7.40. Similarly, Policy EN2 of the Core Strategy states that proposals for tall buildings will be supported where it can be demonstrated that they are "of excellent design quality".
- 7.41. The elements of the design as they relate to the visual impact on the historic environment have been discussed in detail earlier in this Section.
- 7.42. As set out in Section 3, the Proposed Development has been designed by reputable Manchester architects and landscape architects. The core design team has undertaken extensive contextual analysis of the Site and surroundings and recognise the high-profile nature of the Site. In this respect, a significant amount of time has been spent developing the proposal through several design stages to propose a viable and deliverable scheme.
- 7.43. Full details of the proposed architectural design are contained in the Design and Access Statement and have been summarised in Section 4 of this Statement that sets out the exceptional quality of the proposals. This process has been supported by the technical studies undertaken throughout the design development stages.
- 7.44. Key considerations in line with the Historic England Tall Building Guidance is provided as follows:
- **Scale:** The proposed scale of the building sits comfortably within its existing context, given it is surrounded by taller existing and under construction developments such as the Plot 11 to the south, Unite Students Bridgewater Heights and Artisan Heights to the east and the towers within Great Jackson Street to the west. It has been designed iteratively so that the height, as proposed, is reduced to support a clustering of development. At 14 residential storeys, the student accommodation block (85.3m AOD / 46.1m AGL) steps down from 10a (90.3m AOD / 59.37m AGL) creating a transition to the residential and historic buildings such as Macintosh Mill to the east. The building is also around 24 metres lower than the maximum height envisaged in the First Street Framework .
 - **Form and Proportions:** The top element, or crown, of the building will be visible from the wider range view of the Site. As such, it is proposed that the upper floors will provide a distinctive architectural element. The upper floors, or crown, of the building are articulated by elegant detailing defined by slim pilasters and arched openings. The ground and mezzanine floors are defined by tall arched openings which are punctuated by large areas of glazing, activating the street. Opportunities are provided for informal interaction between the internal functions and the surrounding streets with covered canopies for external seating and service hatches for food and beverage. Stepped brickwork and articulated metalwork add detail and depth to the facade which can be appreciated at the human scale. With entrances to the ground floor food hall from both River Street and Hulme Street, the student block helps tie the First Street Masterplan (and particularly the area focused on St James Grigor Square) into the wider neighbourhood.

- **Massing and Silhouette:** The original First Street masterplan positioned two blocks parallel to River Street. These have been rotated 90 degrees, allowing both addresses to front onto River Street and respond more positively to John Grigor Square whilst freeing up Hulme Street to act primarily as a service access and new public realm. This has enabled for a more rectangular massing to be explored, with the use of height to create a slenderer building with an increased amount of public realm. The building has followed best architectural practice and is founded on the concepts of a strong ground floor, a middle, and a crown. The ground floor is where more intricate design details are located to provide a human-scale for the proposals. With a clearly defined entrance onto River Street and James Grigor Square opposite, the building engages with the surrounding streets and public space. Active frontages along River Street and First Street and new public space will help activate this emerging area, which is already starting to take shape through construction on the adjacent Plot 9a. The ground floor food hall of the student block will open on to River Street to the north and east, helping to provide a link between the commercial heart of First Street and surrounding areas. It will help activate the street and create an enhanced amenity for worker, residents and visitors alike.
- **Materiality:** Tim Groom Architects' proposed design is a building that is contemporary in its architectural resolution whilst also comfortable in the immediate context. The primary material is brickwork that is tonally akin to that of the surrounding historic context. The regular grid of the facade is featured to the east and west elevations, with openings expressive of their internal function. The facade has been set out to keep the brick piers and window openings consistent across the length of the building. This provides a uniform expression reminiscent of the nearby mills. The proposed language and material expression of the facade has been developed following the analysis of Manchester's mills and warehouses. Secondary detail within the ordered facade provides depth and layering with stepped piers, string courses and elegant pilasters to upper floors. Entrances are demarcated by enlarged arched openings and architectural embellishments such as multiple stepped brickwork, referencing those of Macintosh Mill.

7.45. In summary, the building is considered to be of high architectural quality, complementing the existing surroundings and the emerging developments at First Street.

Functional

7.46. With regard to Historic England's Tall Building Guidance and functional design, it states:

7.47. *"Façade treatment and finishes, external lighting, placement of plant, servicing and use of advertising screens are all important considerations in locations where locally distinct features are vulnerable to change in local context and character. The functional design of new buildings needs to consider and respond carefully to the historic environment. Historic environments often demonstrate strong street-based urban design qualities. Tall buildings often need to balance a range of needs, including greater servicing demands for ground floors. However, the design of tall buildings should reflect or reference local street-based qualities, such as active frontages and human scaled design at street level."*

7.48. Similarly, Policy EN2 states that *"submissions for tall buildings should also include appropriate measures to create an attractive, pedestrian friendly local environment" and "contribute positively to placemaking" and "play a positive role to placemaking in the wider area."*

7.49. The design strategy for Plot 10 has carefully considered the function of the building as well as the overall needs of end users from the outset. The chosen layout and orientation of the building has enabled the reinstatement of First Street, allowing for a through route for pedestrians and cyclists between First Street North and First Street South which is currently blocked off. Additionally, another through route will also be provided in between the two plots that will provide new public realm which will be supplemented with new planting and opportunities for seating.

7.50. The building has been designed to incorporate active frontages on the elevations in order to animate the streetscape, add vibrancy into the surroundings and provide a level of natural surveillance into the area.

Within the building, active frontages take the form of student amenity spaces including fitness studios / gym, breakout spaces, reception area as well as a newly proposed food-hall.

- 7.51. A dedicated servicing area has been provided to serve Plots 10a and 10b which can be accessed via Hulme Street. This will provide adequate access for delivery and refuse vehicles and will overall, help to concentrate vehicular activity to one area and improve the pedestrian experience surrounding the area.

Sustainable Design and Construction

- 7.52. Advice Note 4 sets out that tall buildings should “provide opportunities to enhance the appearance of an area and reduce harm to the historic environment through the re-development or retrofit of a tall building can be explored. Considerations may include different massing options; improvements to the base of the building and public realm; using durable high-quality materials; and whole life carbon costs.” Policy EN2 also states that the proposals should “contribute positively to sustainability” and “be served by public transport nodes”.
- 7.53. Consideration of the Proposed Development in relation to Sustainable Design & Construction is provided in the following:
- Section 6 of this Statement: Sustainability and Climate Change
 - Energy Statements prepared by Ridge
 - Environmental Standards Statements prepared by Ridge
- 7.54. In summary, the sustainability of the Proposed Development and measures to reduce its energy consumption have been considered from the initial phases of the development, and at each stage of the build process. Measures to reduce the energy consumption of the building during the construction phase, when making materials choices, and when operational have also been incorporated.

A Well Designed and Inclusive Environment

- 7.55. Historic England’s Advice Note states that *“the way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the historic streetscape and public realm. In some cases, redevelopments may create opportunities to enhance elements of the significance of heritage assets by opening lost views or revealing historic street patterns”*.
- 7.56. The Proposed Development will create a well-designed and inclusive environment, respecting the needs of the buildings users as well the wider community.
- 7.57. The building has been developed with an inclusive approach to allow easy, safe and secure access to all areas of the buildings and surrounding landscape. The primary entrance to both the student residence and cycle store to the east of the building, and the food hall entrance to the north of the building, have level entrances. Furthermore, fully accessible lifts are provided to all levels; inclusive of the food hall mezzanine and there are two primary access stairs through the main building core and both are provided with refuges in line with the requirements of Building Regulations Part M. The scheme provides a total of 24 sized accessible rooms, which represents a total of 4% of the overall accommodation.
- 7.58. The new landscaping proposals will create a welcoming, pleasant environment, which will encourage greater public use to the area and provide areas to relax for those who wish to. The public realm proposals will improve the existing pedestrian and cycling connections to the wider City Centre, enhancing permeability. The Proposed Development has been fully assessed in regard to wind microclimate which has demonstrated that the public realm is suitable as a place to relax and spend time in without adverse effects.
- 7.59. In summary, the Proposed Development has been designed to integrate with the surrounding context and buildings as they are brought forward within the First Street SDF areas, including how the proposals will help to reinstate the historical urban grain through redeveloping a large gap site in the heart of the neighbourhood. In this way the proposals will assist with legibility in this part of the City.

8. Public Benefits

- 8.1. The Heritage Statement submitted as part of this application concludes that the Proposed Development will cause **less than substantial harm** to the identified heritage assets 1, 2 and 3 and **no harm** to heritage assets 4-5.
- 8.2. In paragraph 202 of the NPPF (2021) it 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*”. Therefore, it is necessary for the Proposed Development to illustrate how this ‘less than substantial harm’ will be balanced out by the public benefits it will deliver. Paragraph 020 (ID: 020-20190723) of the National Planning Practice Guidance sets out that public benefits “could be anything that delivers economic, social or environmental objectives”.
- 8.3. The purpose of this Section is to provide a detailed assessment of the economic, social, and environmental benefits associated with the proposals. Importantly, these benefits are also explained with reference to Manchester’s overall strategic policy and economic context, which has been set out in Section 3 of this statement.

Environmental Benefits

- 8.4. Manchester City Centre has gone through significant change over the past twenty years, as a result of transformative investment and regeneration. The need for investment to lead to the creation of a high-quality built environment and contribute to a strategic approach to place-making has been a priority throughout this period and continues to be essential for emerging development proposals.
- 8.5. In addition, the Council has also declared a Climate Emergency, requiring all development proposals to support the Council in achieving its 2038 Net Zero Carbon target, as well as seek to increase green and blue infrastructure where feasible. Against this context, the environmental benefits of the Proposed Development are set out below.

Architecture and Heritage

- 8.6. This is particularly important for the development proposals, considering the Site is located within a wider landscape of industrial heritage. As such, the very highest quality of architectural design is required and has been a priority consideration throughout the design development and consultation stages of bringing forward development proposals.
- 8.7. As a broader point linked to the above, there is a need for schemes to contribute to their overall placemaking objectives to allow Manchester to continue to be architecturally distinctive. This is achieved through appropriately balancing its historic buildings and areas with new high-quality development and public spaces, that reflect the historic character of their surroundings. This architectural language across the city should align with the high standards of cultural heritage that Manchester already has to offer.
- 8.8. Architectural distinctiveness has always been a part of Manchester’s fabric, with excellent examples of Gothic, Georgian, and Victorian design located across the city centre that chart its path to the city that we see today. Notable buildings include the Manchester Town Hall, John Rylands Library, the Manchester Cathedral, and Chethams Library, through to more modern heritage buildings like the Victorian architecture found on the length of Deansgate, and Art-Deco style buildings such as Kendal’s and Sunlight House, to name a few. Indeed, designated Conservation Areas that spread across the City Centre are varied due to being defined by their typical and notable built heritage and townscape.
- 8.9. As stated earlier in this Statement, as the Site is currently undeveloped and is currently hoarded and is therefore detracting from the overall quality of the area. The Site provides no amenity to the local area and has no historic built form and is not considered to be a positive contributor to the overall character of the area. The Proposed Development will include the provision of a new food hall element and ground floor active uses which therefore help to reinvigorate this space to contribute to the area positively and contribute to an animated streetscape across First Street and the surroundings.

- 8.10. The Proposed Development has been designed by a highly experienced design team led by Tim Groom Architects who have extensive combined experience in designing high quality, award winning schemes across Manchester. It is also supported by a Heritage Statement prepared by Deloitte and includes a TVIA, assessed against Local and National Planning Policy.
- 8.11. Overall, the high-quality architecture and public realm set out in Chapter 3 of this Statement will help to create a more attractive setting within the area and increasing the overall visual aesthetic and amenity of a currently unused Site, creating a more attractive and vibrant space for the wider public to benefit from.

Sustainable Construction and Operation

- 8.12. The Proposed Development directly supports the Council's 2038 Net Zero Carbon target. During construction, practices that minimise adverse impacts on the environment will be adhered to including a waste management strategy to reduce the quantity of waste generated, and to increase re-use and recycling, a commitment will be made to minimise waste and pollution. These commitments will help create a sustainable future for all, a clear public benefit.
- 8.13. An energy strategy has been developed to support the vision for a sustainable development based upon the following hierarchy:
- Energy Demand Reduction –Be Lean
 - Heat Networks/ Combined Heat Power (CHP)–Be Clean
 - Low & Zero Carbon Technologies–Be Green:
- 8.14. In accordance with the industry recognised Energy Hierarchy, an energy assessment has been carried out for the entire development with the aforementioned passive design and energy efficiency measures.
- 8.15. A detailed breakdown of the energy performance can be found in Section 5 of this Statement which outlines the Energy and Sustainability Statement produced for Plot 10b by Ridge.
- 8.16. The development includes new public realm which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the green infrastructure offer within the wider City Centre.
- 8.17. Numerous landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site in search of biodiversity net gain, details of these can be found in Appendix 1 – Green and Blue Infrastructure.

Societal Benefits

- 8.18. The Applicant fully understands the need for major investment to realise social benefits and positively contribute to the wider sustainable growth of the city centre. In this context, the proposals will deliver a range of direct interventions that will result in associated social public benefits.
- 8.19. Additionally, the existing use provides no amenity to the local area, neither is it visually attractive and does not enhance its setting. This results in the Site / area being seen as a part of the City Centre where no one has a reason to visit, with low levels of activity and visibility, and poor pedestrian connections making the Site feel unsafe.
- 8.20. 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. The Proposed Development has incorporated a number of design features to improve the level of perceived safety and overall attractiveness of this part of First Street. For instance, the glazed facades will support the surveillance of the public realm as well as to help enliven the surrounding streets and emit a greater level of artificial light onto the surrounding public realm making it feel safer to walk through at day and at night. Furthermore, the ground level layout has been specifically designed to increase this level of activity by including ground floor residential amenity in the form of a gym, breakout space and reception areas as well as the introduction of a new food hall, bringing more individuals within these spaces.
- 8.21. The importance of the city's learning institutions should not be underestimated. For example, they attract and development talent which fuels economic growth as enterprise as well as fostering communities, capacity building and social mobility within those communities. They are centres of research, collaboration

and learning which foster innovation and generate commercial opportunities. It is therefore recognised that as these institutions grow there will be a requirement to upgrade existing student residential stock that has reached the end of its life, as well as provision of new stock to meet the demand. New student accommodation such as the Proposed Development will therefore be suitably priced and be high quality in terms of product, management and pastoral care which will safeguard the student experience, particularly for first year and overseas students.

Student Need

- 8.22. As highlighted in Section 2, there is a shortage of high quality purpose-built student accommodation within Manchester City Centre. Despite the vast increase in student enrolments in the last year, student accommodation stock is not catching up with demand.
- 8.23. The need for PBSA in this location is extensively justified within the Student Need Assessment, prepared by Deloitte, submitted to support this application.
- 8.24. Through meeting this growing demand the development of Plot 10b will support the thriving educational institutions within the City, in doing so upskilling both local and national students to aid with future employment opportunities.
- 8.25. Facilitating more students within the City will benefit the local economy as Universities in the Northwest have seen retention rates as high as 66% post-graduation, meaning skills developed by students at University will often be implemented within local businesses.

Connecting the City

- 8.26. The Proposed Development benefits the wider First Street through increasing the connectivity through to Hulme, Castlefield, Deansgate and Great Jackson Street, as well as the wider city centre through the implementation of blue and green infrastructure with pedestrian linkages to the Manchester waterways and public open spaces such as Hulme and All Saints Park.
- 8.27. Greater connectivity through pedestrian linkages encourages active modes of travel while increased access to public open spaces create opportunity for physical activity, encouraging healthier lifestyles for the wider public.
- 8.28. The orientation of the Proposed Development allows both Plot 10a and 10b to front directly onto River Street will see it complete the reinstatement of First Street and providing direct linkages between First Street North and Plot 11 First Street. In addition, the proposals will introduce new public realm in the centre of the site allowing for James Grigor Square to be extended southwards. The streets surrounding the Site will be tree-lined to create an attractive pedestrian experience throughout their journey within First Street and contribute to Manchester's Green and Blue Infrastructure objectives.

Creation of Place

- 8.29. The city-region seeks to take an integrated and proactive place-based approach to bringing forward strategic regeneration proposals in town centres and strategic sites, which integrate investment in development, housing, transport and other infrastructure to create sustainable employment locations. The Site is well positioned to support this overall place-based approach to regeneration given the existing quality and opportunity presented by the Proposed Development.
- 8.30. The inclusion of a food hall within Plot 10b accessible to both student residents and the local community provides an active ground floor use that contributes to the vibrancy of the wider neighbourhood, enhancing the area as a place that is attractive to visit beyond the use for employment and residential purposes.
- 8.31. The introduction of a new residential student development and food hall will increase levels of activity on a currently undeveloped site which will help to animate the streetscape and create a 'sense of place' within the First Street SDF area. Increasing activity on a currently unused site will enhance levels of surveillance helping to reduce crime and increase safety for those using the space.
- 8.32. The Proposed Development will deliver a significant quantum of public realm within a part of the City Centre where it is currently limited and will therefore create an attractive setting for residents and members of the public to enjoy. 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.

- 8.33. Measures have also been incorporated in the landscaping to increase the level of biodiversity, for example shrub planting. For further details of the public benefits associated with the proposed public realm, please refer to Section 5 of this Statement.

Economic Benefits

- 8.34. As demonstrated through the Strategic Context, there is a clear requirement for economic benefits to be maximised by the future proposals in order to drive forward the regeneration objectives of the First Street SRF and support the wider strategic objectives of Manchester City Council and the Greater Manchester region. This has been assessed as part of the ES under Chapter 12: Socio-Economics prepared by Ekosgen.

Direct Investments, Revenue Generation and Benefits

Construction

- 8.35. The estimated construction spend associated with the Proposed Development will support a temporary economic uplift during the construction period. Given the overall quantum of development that the scheme will deliver, it is recognised that these will generate substantial levels of construction employment and associated economic uplift (as measured by GVA) which, when combined with those generated with the Proposed Development, could give rise to significant effects.
- 8.36. The level of investment proposed has the potential to support an estimated 95 full time equivalent (FTE) jobs per year across the duration of the build. These jobs will generate GVA of £8.7m per annum over the construction period, estimated by applying the average GVA per FTE for the Manchester construction sector.
- 8.37. The number of construction workers is likely to fluctuate over the duration of the construction programme to reflect the stage of development reached and associated workforce requirements. Although regional and national construction firms will often use their own workers on development schemes, it is common for at least some contractors to be drawn from the immediate local area. A local labour agreement would support the capture of local benefits.

Operational Phase

- 8.38. Through the application of relevant employment densities to the proposed floorspace (HCA Employment Density Guide, 2015), and assuming 100% occupancy, the development could accommodate approximately 30 direct FTE jobs. These jobs could generate GVA of £1.2m per annum, estimated by applying the average GVA per FTE for the relevant sectors in Manchester.

Catalytic Benefits

- 8.39. The First Street SRFs highlight the opportunity for future investment and development to maximise catalytic effects brought about by the Proposed Development, leading to further investment in the area and Manchester as a whole. The framework has vision to create a new, sustainable City Centre development as a place to live, work as well as a place for enterprise and culture. In effect, this will help to raise Manchester's international profile and bring about a wealth of economic opportunities.
- 8.40. In this respect, the proposals will not only transform and enhance this Site but will also deliver major public realm improvements within First Street and this part of the City Centre. The scale of the investment will also serve to provide wider investor confidence in the area, incentivising other investment initiatives to come forward.
- 8.41. The Proposed Development will therefore make best use of the locational characteristics of the Site to deliver a new high quality mixed-use development that will enhance the City Centre, bringing in new social and economic activity within Manchester.
- 8.42. Overall it is considered that the public benefits directly associated with the Proposed Development outweighs the *less than substantial harm* that will occur on three heritage assets, each of which is considered to be at the lesser end of that harm, and is therefore in accordance with the NPPF and the Development Plan when read as a whole.

9. Summary and Conclusions

- 9.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of Plot 10b, First Street.
- 9.2. The wider First Street framework area has been earmarked as a priority regeneration area since 2005. First Street North and Central have welcomed success since their development, including HOME, several restaurant uses and office development at No.8 First Street. Therefore, further development around First Street Central is the appropriate next step.
- 9.3. The Site is in a strategic location due to the proximity of a wide range of transport links. The Site is within easy reach of areas of work, leisure facilities, public transport and other social infrastructure facilities and would cater to the growing household numbers.
- 9.4. A comprehensive design evolution process has been undertaken, the design has been continuously tested to ensure that the optimal solution for the Site is achieved and that a viable and deliverable scheme is proposed. This has included consultation with a range of stakeholders including Manchester City Council, Greater Manchester Police, and the wider community.
- 9.5. The Proposed Development has been designed to respond to the surrounding area and the historic context. A comprehensive design analysis has been undertaken to ensure that the scale of the development reflects its prominent location in the heart of the First Street Masterplan, and in respect of its surrounding historical context. The Proposed Development fully complies with the policies and guidance in relation to tall buildings.
- 9.6. The Proposed Development is a high quality scheme which is not only a benefit to the tenants but also for the wider First Street area and its connectivity to Hulme, Castlefield, Deansgate and Great Jackson Street, as well as the wider city centre including the blue and green infrastructure with pedestrian linkages to the Manchester waterways and public open spaces such as Hulme and All Saints Parks.
- 9.7. The Proposed Development will bring the following public benefits:
 - **A viable use of an underused site:** the currently unused site is unattractive and fails to fully utilise the positive attributes of the Site. The proposals are wholly in line with the First Street Framework Update (2020) which identifies the need for an increase in commercial floorspace within the city centre. The redevelopment of the Site will maximise the benefits that can be delivered from the Site, whilst providing an attractive environment that will encourage further investment into masterplan, acting as a catalyst for its continued regeneration activity.
 - **Support employment opportunities and contribute to economic growth:** The scheme will support the growing economy in Manchester. The forecasted economic growth of Manchester indicates the employment opportunities will be concentrated in the city centre. In addition, during the construction phase, employment opportunities will be created. Overall, the Proposed Development will create a total 95 FTE jobs per annum during the construction phase and a total of 30 FTE's once operational. During the construction phase alone, a total of c.£8.7 GVA will be added to the economy and a total of £1.2m during the operational phase.
 - **Protecting the natural environment:** The Proposed Development has been designed with sustainability at the forefront. The improved public realm will include measures of soft landscaping including the planting of trees across the Site, helping to improve the levels of biodiversity and local air quality.

- **Vitality:** The redevelopment of the Site will animate the area and make it a more welcoming environment for pedestrians. Public realm improvements and redevelopment of the Site will create 24hr natural surveillance and discourage anti-social behaviour in the area through the inclusion of active frontages and increased activity. The creation of a new food hall will create a new focal point within First Street, bringing more visitors into the area.
- **Student Demand:** The proposals will deliver a total of 576 student bedspaces within the Oxford Road Corridor, close to the City's university campuses; the Council's preferred location for PBSA to address the unmet demand in the city centre and thereby reducing pressure on mainstream housing. 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 point for MMU students helping to meet the identified shortfall of spaces.
- **Regeneration objectives of the SDF:** The First Street SDF outlines the existing need for the scale and density in this location, with a mixed use product.

- 9.8. The Core Strategy and all material considerations identified have been considered in the preparation of the application and evolving the design of the development, alongside site-specific considerations. Policies and guidance contained within these documents are assessed in more detail within other technical reports submitted with the Application.
- 9.9. A detailed assessment of the proposals has been undertaken against planning policy at all levels as set out within the body of this report and at Appendix A. Taking all of this into account, it can be concluded that the Proposed Development is considered to be substantially compliant with the aims and objectives of the Development Plan taken as a whole.
- 9.10. It is further supported by the assessment of other material considerations including the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and overarching objectives of sustainable development as a whole. As such, the Proposed Development therefore merits of the support of the Local Planning Authority and the grant of Planning Permission.

Appendix 1 – Green and Blue Infrastructure Statement

Objectives established to enable the vision to be achieved:	Response:
1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers.	✓ The development delivers generous blue and green infrastructure along River Street, including tree planting and new pocket parks and rain gardens.
2. Fuse appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	✓ The opportunity to deliver this quantum and quality of public realm being proposed has been identified within the First Street SDF. The framework envisions the creation of new high quality open space within Plot 11 First Street ✓ The creation of this amount of public realm on the Site will provide a green open space for new residents from the co-living developments at First Street. ✓ The Site will look to use areas of soft landscape planting that collectively will slow surface water run off through the Site. Transforming a vacant area of hardscaping into a rich and diverse landscape that will have measures in place to deal with slowing down its own surface water.
3. Improve connectivity and accessibility to green and blue infrastructure within the City and beyond.	✓ New public realm areas including a new public walkway will improve linkages through the City Centre. ✓ Given the highly sustainable location of the Site, occupants and visitors will have access to a variety of transport modes. Cycle storage is provided to encourage uptake of active transport. ✓ The landscaping will facilitate future linkages and overall connectivity through the First Street area, while enhancing perceptions of safety through the creation of a quality streetscape.
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.	✓ The proposed landscaping has been designed to continue the soft landscaped thoroughfares of First Street. ✓ The redevelopment of the currently underutilised Site will support the creation of a commercial-led mixed-use district. The addition of the new public realm will be accessible to future and existing residents around First Street, nearby residential neighbourhoods and the wider City. ✓ The inclusion of public realm will increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. ✓ Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.

Appendix 2 – Sequential Test

Sequential Test

The Site falls partially within Flood Zone 2 and, as such, a Sequential Test is required. The Sequential Test, as explained within Paragraph 162 of the National Planning Policy Framework, aims to steer all new developments to areas at the lowest risk of flooding and to ensure that the development type proposed is appropriate by reference to the flood risk.

Paragraph 162 highlights that “Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.”

A high-level Sequential Assessment has been undertaken by Deloitte. The first step has been to consider what an appropriate area for within which alternate sites could be considered. The development predominantly comprises Purpose Built Student Accommodation (PBSA). There is an established need for PBSA in Manchester. The City Council’s Executive Committee has endorsed a Report dated 9 December titled PBSA in Manchester City Centre that defines the Oxford Road Corridor, in close proximity to the City’s university campuses, as being the appropriate location for new PBSA development to be located. This reflects the criteria of Core Strategy Policy H12. Consequently, this Sequential Assessment has considered sites within the Corridor. It is also considered that proximity to transport interchanges is important to promote sustainable transport means and increase accessibility.

This assessment has also had reference to the Manchester, Salford, and Trafford Strategic Flood Risk Assessment (2011). This highlights a number of strategic locations within Manchester for residential and employment activities. However, it is not appropriate to consider these as part of this sequential test because a) the major of these fall away from the city centre, b) they are intended for large scale traditional residential and employment uses rather than more bespoke high density PBSA.

In light of this, it is considered that the Site’s current location within the Oxford Road Corridor and in close proximity to both the University of Manchester and Manchester Metropolitan University campuses, meets the City’s locational criteria. The development also supports the growth strategy by continuing to deliver development in an identified regeneration area, within the context of increasing pressure on the finite land supply within the City Centre; in this regard, it supports Policy H12 which notes that developments that support the City’s regeneration objections should be prioritised.

Subsequently, a 0.5km search radius around the current site is considered appropriate as sites outside this area will be too far away from either the city centre or University campuses.

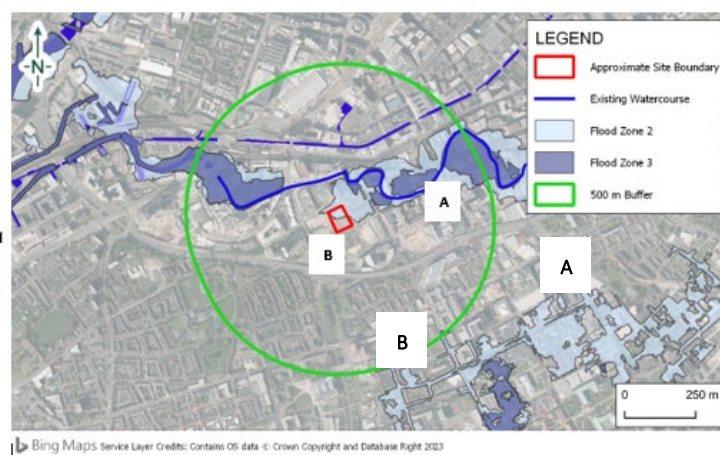


Figure 1 – Map with 500 metre buffer area and Flood Zones 2 and 3

There are other areas within this boundary which fall within Flood Zones 2 and 3 which have been discounted from the Sequential Test.

The first consideration for alternate sites would be to assess whether the proposed development could be accommodated within another Strategic Regeneration Area within the Oxford Road Corridor. These areas are seen as regeneration priorities within the city where development can be focused. It is considered that there is only one relevant regeneration area within the search radius that should be considered, as labelled A on Figure 1.

- **Site A** – Circle Square – This commercially-led mixed-use area is largely complete. Three PBSA blocks are now operational within the masterplan, as are two residential buildings and two commercial offices. The last remaining plot available for immediate development is subject to a planning permission for a Grade A office, for which construction has now commenced. The final phase of the masterplan comprises Manchester Technology Centre, which is fully occupied commercial incubator space, which is not anticipated to vacate for at least 10 years.
- **Site B** – First Street – The majority of First Street SDF plots are now either developed, under construction or subject to planning permission or live applications. Exceptions include the Little Peter Street car park and the land to the north of Macintosh Mill, both of which are also in flood zones so are discounted. Land to the south-west of the Site, known as the former Salvation Army site (see right), is identified in the SDF for commercially-led mixed-use development. Detailed guidance for redevelopment of the site is also provided within the Oxford Road Corridor Strategic Regeneration Framework Guidance (2019). PBSA is not identified as a use within either document. The Applicant is also not aware of any plans for this Council-owned site to be redeveloped for PBSA in the future. It is not therefore considered capable of addressing the immediate need for PBSA within the Corridor.

Another source of information on potential, available sites would be through the submissions made by landowners and their agents to the 'Call for Sites' for the emerging Places for Everyone joint plan. These sites could be considered reasonably available, depending on the intentions of the landowner and whether they would want to deliver the site themselves. A total of four sites are identified within the search radius – as illustrated on the map below:

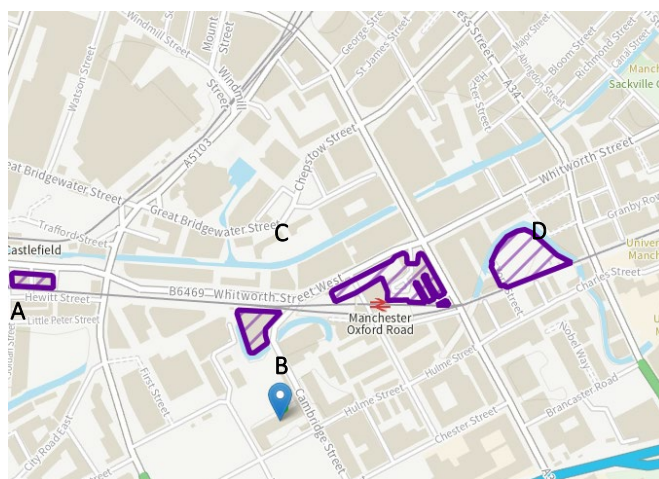


Figure 2 – Sites put forward for Places for Everyone and Greater Manchester Spatial Framework

It is considered that each of these sites cannot be considered 'reasonably available' for the following reasons:

- **Site A** – Whitworth Street West – this site is not of a suitable size and is currently subject to a live planning application for a hotel development. It is not available for other uses.
- **Site B** – Hotspur House – this site was previously subject to an approved planning application for the conversion of the existing building to residential alongside a new build development, of which has now lapsed. However, the site is located within a Flood Zone 2 area and is therefore discounted.

- **Site C** – Land around Oxford Road Station – this site is understood to be under the control of Bruntwood and Manchester City Council. There had been tentative plans for presenting regeneration proposals in conjunction with the upgrade of Oxford Road Station. However, these have not materialised which would suggest that any development opportunity is not immediately forthcoming.
- **Site D** – York Street Car Park – this site is appropriate for residential uses, however there have been previous plans to bring it forward for a 4* hotel and it is currently in use as a surface car park. The site is also located within Flood Zone 3 and can therefore be discounted as a viable site for this development.

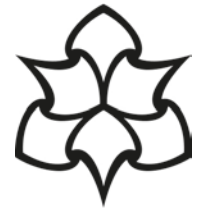
Another available option for an alternate site would be a ‘windfall’ site that is made available on the open market on behalf of a landowner without having previously been publicised or forming part of a strategic regeneration area. One available site within a 500m search radius of the site has been identified through a search of online property websites.



Figure 3 – Windfall sites identified within 500 metre of the site (excerpt from Google Maps February 2023)

Having considered the above it is considered that there were not likely to be any other ‘reasonably available’ sites within the search area. It is concluded that the Site therefore passes the sequential test.

Appendix 3 – MMU Letter of Support



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FAO: James Rooke

Vita Group
Horseshoe Farm
Elkington Way
Alderley Edge
SK9 7GU

15 February 2023

Dear James

LETTER OF SUPPORT

Re: Vita House of Social Development, First Street Manchester (the “Property”)

Further to recent discussions regarding your proposed shared use apartment development at the property, I can confirm that the University is fully supportive of your plans to develop 557 and potentially more apartment beds at the Property.

- The University recognise there is a severe shortfall of bedspaces within Manchester (PBSA and HMO) which is currently creating issues for over 800 of our students, who are unable to find accommodation in Manchester
- First Street is the ideal location within the Oxford Road Corridor to meet this shortfall, being in close walking proximity to the University
- The University consider there is a market for the small-cluster accommodation with high-quality wrap-around care and that House of Social responds to this demand
- The Proposed Development helps to facilitate MMU’s residential strategy by providing good quality, well managed accommodation within a 15-minute walk of our campus

As discussed, should you obtain a satisfactory planning permission and proceed with the development of PBSA then the University would seek to enter into a nominations agreement with you on the following terms:

- At least 15% of the beds in the scheme will offer affordable accommodation [REDACTED]
- These beds to be made available, exclusively to the University, [REDACTED]

We recognise VITA already have an excellent approach to student wellbeing and pastoral care and would work collaboratively with you to ensure your approach is aligned to our standards.



[REDACTED]

I look forward to progressing this with you further in the coming months and wish you every success with your plans for your development at the Property.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'A. Fallon'.

Andrew Fallon MCIOB
Director of Estates, Facilities & Capital Development

CC Stephen Bloye – Deputy Director of EFCD, Manchester Metropolitan University



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