



First Street, Temporary Placemaking
Planning Statement

February 2023

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1. Introduction

- 1.1. This Planning Statement has been prepared by Deloitte LLP in support of an application for Full Planning Permission, for a temporary five-year period for a coffee kiosk (retrospective) and a marketing suite located within the First Street estate in Manchester City Centre (“the ‘Proposed Development’”).
- 1.2. The application site (the ‘Site’) comprises two distinct parcels of land:
- the land that relates to the coffee kiosk comprises circa 7.5 sq m and is located within the public space adjacent to Tony Wilson Place. The land is bound by a public footpath to the west, north and east, and a commercial building to the south. River Street to the south and First Street to the west.
 - land that relates to the marketing suite extends to 66 sq m and is currently occupied by two trees, a small temporary kiosk, currently used as marketing suite, and areas of hardstanding associated with the public space. The Site is located within James Grigor Square and is bound by a small area of public green space to the east, River Street to the south and First Street to the west.
- 1.3. The overall Site area related to the Proposed Development is 73.5 sq m.

The Applicant

- 1.4. The application is submitted to Manchester City Council (‘MCC’) on behalf of First Street Developments Ltd, a subsidiary of Ask Real Estate (‘the Applicant’).
- 1.5. Ask Real Estate is the lead developer and landlord of the First Street Estate, responsible for the delivery of existing and future development plots, marketing, brand development and awareness.
- 1.6. The proposals comprise an important component of the Applicant’s placemaking strategy for the First Street Estate which is activating the public spaces, addressing existing tenant demand, and supporting the next phases of development at Plots 9b and 10a of the masterplan.
- 1.7. This Statement provides a summary of the Proposed Development and its contribution to relevant planning policy objectives, including the Manchester Core Strategy and the First Street Strategic Regeneration Framework. It assesses the proposals against the relevant planning policies.

Application Documentation

- 1.8. This Statement should be read in conjunction with a number of other documents that have been submitted to MCC as part of the planning application. These are outlined in Table 1.1.

Table 1.1: List of Application Documents

Document	Prepared by
Application Form and Certificates	Deloitte
Site Location Plan	Jon Matthews Architects
Existing Site Plan	Jon Matthews Architects
Application Drawings	White Crane
Landscaping Layout Drawing and Planting Plan	White Crane
Design and Access Statement (DAS)	White Crane

Document	Prepared by
Arboricultural Impact Assessment with Tree Impact Plan	Bowland Tree Consultancy Ltd

Document Structure

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

- Section 2: Site and Surrounding Uses
- Section 3: Proposed Development
- Section 4: Development Plan & Material Considerations
- Section 5: Planning Policy Assessment
- Section 6: Summary and Conclusion

2. Site Description and Context

Site Description

- 2.1. First Street has emerged as one of Manchester's most vibrant new neighbourhoods. Phased development has delivered an innovative blend of culture, leisure, retail and office space. The mix of development includes: HOME, the cultural facility, alongside hotel and retail amenities. Additionally, the Site has delivered significant Grade A commercial office space, complemented by extensive and high quality public realm. Innovative new co-living accommodation is under construction on Plot 11 of the masterplan, at the southern end of the masterplan.

Coffee Kiosk

- 2.2. The Site that relates to the coffee kiosk comprises circa 7.5 sq m and is located within the public space adjacent to Tony Wilson Place. The Site is bound by public footpaths to the west, north and east and a commercial building to the south.
- 2.3. The coffee kiosk was opened in October 2022 in response to the latest tenant survey, in which office tenants requested a well-priced breakfast and lunchtime offering, as well as additional places to sit. The kiosk is open to both office users and the general public. Future plans for the kiosk are to link it into a range of themed events to support the wider seasonal programme.

Marketing Suite

- 2.4. The Site comprises circa 66 sq m and is located within James Grigor Square within the First Street Masterplan area. The Site is bound by a small area of public green space to the east, River Street to the south and First Street to the west.
- 2.5. The area of the Site that relates to the marketing suite is currently occupied by two trees, a small temporary kiosk, currently used as marketing suite, and areas of hardstanding associated with the public space. The green space located to the east of the Site in James Grigor Square, has proved to lend itself to big screenings as well as smaller family friendly events and is also well used at lunchtimes.
- 2.6. The overall Site area related to the Proposed Development is 73.5 sq m.
- 2.7. The Site is located within the First Street Estate area, a relatively new mixed-use development, located within the City Centre. The First Street Development Framework provides a positive vision for development of the area. The document includes clear guidelines for development and seeks to ensure that all new development achieves the highest standards of quality and design.
- 2.8. First Street is in a pivotal location between the strategic regeneration areas of Manchester's Civic Quarter, Whitworth Street West and Great Jackson Street, and the residential area of Hulme. It is also located within Corridor Manchester.

Background: First Street Strategic Development Framework

- 2.9. First Street has emerged as one of Manchester's most vibrant new neighbourhoods. Phased development has delivered an innovative blend of culture, leisure, retail and office space. The mix of development includes: HOME, the cultural facility alongside, hotel and retail amenities. Additionally, the Site has delivered significant Grade A commercial office space, complemented by extensive and high quality public realm. Residential development is planned on the southern side of the Site.

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

Strategic Development Framework (SDF) Update 2018

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

Strategic Development Framework (SDF) Addendum July 2020

- 2.19. An Addendum to the 2018 First Street SDF was adopted in July 2020.
- 2.20. Whilst the Addendum provides more focus on the Western plots of First Street, it also reiterates the economic context of the regeneration area, as well as the demand for office space in the city.
- 2.21. In addition, the Addendum provides an added emphasis on climate change and sustainability. To this effect, all developments within the SRF area must positively contribute toward the City's net zero carbon by 2028.

Site Accessibility

- 2.22. The Site is in a highly accessible location, offering excellent multi-modal transport linkages:
- 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.
 - It is also in close proximity to existing and emerging residential communities around Cambridge Street, Macintosh Village, Great Jackson Street and Hulme.
 - Deansgate transport hub – comprising Deansgate Castlefield Metrolink Station and Deansgate Railway Station – is located 340m north west of the Site. Oxford Road Station is located 385m north east of the Site. Regular bus routes run along Medlock Street and Cambridge Street immediately adjacent to the Site.
 - The Site is also highly accessible by car, being located immediately beside the slip road onto the Mancunian Way. Where people do arrive by car, they can access the area without the need to drive through the city centre.

Site Specific Designations

- 2.23. The Site is located within the City Centre ward and forms part of the Regional Centre, as identified within the MCC Interactive Proposals Core Strategy Map.
- 2.24. The Site is located in Flood Zone 1 and is therefore at low risk of flooding.
- 2.25. No Special Areas of Conservation (SAC), Special Protection Areas (SPA) or Ramsar sites lie within a five kilometres radius of the Site boundary.
- 2.26. There are no other environmental designations on the Site.

Conservation and Heritage

- 2.27. The Site is not located within a Conservation Area, or within a Site of Special Scientific Interest.
- 2.28. The Whitworth Street Conservation area lies approximately 375m to the east of the Site and the Castlefield Conservation Area lies approximately 400m to the west.
- 2.29. There are 3 listed buildings within 200m of the Site boundary, listed below:
- Mill chimney stack on West Side of Junction with Cambridge Street – Grade II
 - Former Cotton Mill on West Side of Junction with Cambridge Street – Grade II
 - Manchester South Junction and Altrincham Railway Viaduct – Grade II

Planning History

- 2.30. There are no recent or historic planning permissions on the Site.

3. The Proposed Development

- 3.1. This section describes the Proposed Development and should be read in conjunction with the application drawings and Design and Access Statement prepared by Denton Corker Marshall (DCM).

First Street Placemaking Strategy

- 3.2. First Street is a relatively new, fast growing, city centre mixed use development and Ask Real Estate as lead developer, is seeking to futureproof occupier retention and attraction, by increasing tenant satisfaction through regular on-site engagement and enlivenment activity, improving collaboration between tenants across the development and increasing the number of regular year-round events, making the area more of a destination in the wider city centre.
- 3.3. A placemaking and event activation strategy for First Street has been created to be delivered through a strong brand, improvements in the public realm, curation and delivery of events for the local and wider community.

Description of Development

- 3.4. The description of development as stated on the application form is as follows:

“Erection of a coffee kiosk (retrospective) and a two-storey marketing suite building (sui generis) and associated works.”

Proposed Use and Quantum

- 3.5. The Proposed Development comprises a takeaway coffee kiosk and a temporary marketing suite, supporting the effective marketing of the Applicant’s forthcoming offer at remaining First Street commercial Plots 9b and 10a.
- 3.6. The Proposed Development will deliver a total floorspace of 48.56 sq.m (GIA) (Sui Generis).
- Coffee Kiosk*
- 3.7. The continued use of the current coffee kiosk has provided for the identified demand from residents and commercial tenant workers within the First Street area. As such, the kiosk will be essential in continuing to make the First Street area a thriving leisure destination for both tenants and visitors.
- 3.8. The kiosk will deliver a total floorspace of 7.5 sq m (GIA) (Sui Generis), and includes the following:

- A hatch where coffee and hot snacks is served; and
- A kitchen for food preparation.

Marketing Suite

- 3.9. The provision of a dedicated marketing suite is key to showcasing the high-quality office space being delivered and will help to attract and retain residents to the First Street area.
- 3.10. The marketing suite will deliver a total floorspace of 41.06 sq.m (GIA) (Sui Generis), and includes the following:
- A traditional boardroom style space, located at the ground floor; and
 - Informal seating with outdoor space, located on the first floor.

- 3.11. The Proposed Development will significantly enhance the Site setting with the construction of a high quality, visually attractive building.
- 3.12. The marketing suite will facilitate the sales process for the First Street development and future phases of the SRF area, expediting the regeneration of this historic and important area of the city.

Temporary Period

- 3.13. The Proposed Development is proposed to be located on the Site for a temporary period up to a maximum of five years.
- 3.14. In order to provide certainty on the condition and treatment of the Site, following the expiration of the five-year temporary, it is proposed that an appropriately worded condition is attached to any decision notice which recognises that the building shall be removed, and the land shall be reinstated in accordance with proposals to be submitted and approved in writing by Salford City Council as the local planning authority.
- 3.15. Following the cessation of the temporary planning permission, the Applicant will remove the marketing suite and the shipping container materials with be re-purposed and/or recycled. The land will be reinstated to its original condition.

Scale and Massing

Coffee Kiosk

- 3.16. The Proposed Development comprises a one-storey structure. The massing has been designed to be a rectangular shape, composed of a small shipping container.

Marketing Suite

- 3.17. The Proposed Development comprises a two-storey (G+1) structure. The massing has been designed to be an irregular rectangular shape, composed of two shipping containers on top of another, running at different angles.

Layout, Appearance and Materiality

- 3.18. With recognition that the Site is located along River Street and within James Grigor Square of the First Street area, the buildings have been carefully designed by White Crane and are reflective of the high-quality architecture being delivered within the wider First Street area.
- 3.19. The locations of the Proposed Development, adjacent to areas of public realm in the First Street area will provide activity and enhance the open space, by improving the visual appearance of the Site with the high quality design of the built form and proposed landscaping.
- 3.20. The Proposed Development will deliver two new, high quality buildings which are in-keeping with the mixed-grain character of the area. The mixed urban grain of the area is characterised by a variety of built forms, namely pockets of historic buildings (listed and locally listed), low rise, low quality commercial buildings and surface car parking and new developments and regeneration initiatives that have taken place in recent years.

Coffee Kiosk

- 3.21. The design brief was to develop a high-quality takeaway coffee unit on the Site, to provide for the demand for a convenient breakfast and lunchtime offer at First Street. The location of the coffee kiosk has been chosen to provide a convenient location in the central public space within the First Street masterplan area, where there will be the highest amount of footfall.

- 3.22. The materiality of the kiosk has been carefully chosen to fit in with the architectural narrative of the surrounding area, whilst also having a distinct aesthetic to make it more of a visible landmark.
- 3.23. The kiosk is housed within a corrugated metal shipping container that is painted in a bright yellow colour.

Marketing suite

- 3.24. The design brief was to develop a high-quality two storey marketing suite on the Site to allow the public to visit spaces representative of those being delivered as part of the Applicant's First Street Masterplan development. As such, the location and orientation of the suite has been chosen to provide potential tenants with a compelling vantage point into the development land. The suite is two tiered with the ground floor set out as a more traditional boardroom style with the smaller top tier providing informal seating with some outdoor space.
- 3.25. The building is orientated to front River Street. The location and orientation of the suite has been chosen to provide potential tenants with a compelling vantage point into the development land.
- 3.26. The proposed materiality plays an important part in its architectural narrative with the proposed materials being made up of sustainable materials. The two shipping containers are formed of corrugated corten steel, with other wooden elements.
- 3.27. Living sedum roofs are proposed for the roofs of both shipping container units, ensuring that the structure blends in with the surrounding green space at James Grigor Square.

Car Parking and Cycle Parking

- 3.28. The units are not anticipated to generate any material increase in vehicular trips, however visitors arriving by car can make use of the First Street multi-storey car park. Secure cycle parking is located in close proximity to both units on Tony Wilson Place.

Landscaping and Lighting

- 3.29. As both buildings incorporated within the Proposed Development are temporary and made up of recycled shipping containers, no foundational works are proposed within the Proposed Development.
- 3.30. No landscaping is proposed as part of the delivery of the coffee kiosk. This is due to the fact that the kiosk sits within an area of public realm where there is already a substantial amount of landscaping.
- 3.31. The marketing suite is situated within an area of extant hard and soft landscaping. The Tree Survey prepared by Bowland Tree Consultancy Ltd, submitted alongside this application, demonstrates that the erection of the marketing suite will be positioned onto existing surface levels and hard surfacing, with no subsequent excavation required within retained tree Route Protection Areas. As such, the development will have no adverse impact on the existing trees.

Access

Coffee Kiosk

- 3.32. Pedestrian and cyclist access can be made from Tony Wilson Place, First Street and from Medlock Street.
- 3.33. Vehicular access is granted from Medlock Street, although there is no direct vehicular access to the Site via motor vehicle.

Marketing Suite

- 3.34. Pedestrian and cyclist access can be made via James Grigor Square and First Street.

- 3.35. Vehicular access is proposed via River Street.

Servicing, Deliveries and Waste

- 3.36. Details of the delivery, waste storage and collection arrangements for the Proposed Development can be found in the Waste Management Proforma, submitted in support of this planning application. This will include separation of waste streams for recycling.
- 3.37. In summary, the Proposed Development's refuse and recycling will be managed by the estate's management company, as part of the wider First Street Masterplan management. This will comprise of regular collections of the internal bins by contracted staff, transfer to the central waste storage area in the Masterplan area and collected on a regular basis from the agreed location on collection days.

Drainage

- 3.38. The kiosk uses barrel storage for potable and waste water, which are filled and emptied manually by the operator. The marketing suite has no running or waste water. Neither unit has toilets.

Ventilation

- 3.39. The proposed coffee kiosk has been designed to have natural ventilation, via the fully operable purge vents.

Operational Hours

Coffee Kiosk

- 3.40. The building is proposed to be operational from Monday to Sunday (seven days a week), 0800 to 2200.

Marketing Suite

- 3.41. The building is proposed to be operational from Monday to Sunday (seven days a week) 0800 to 2200.
- 3.42. Access may be occasionally required to the building outside of these hours for viewings or marketing activity.

4. Planning Policy and Site-Specific Planning Considerations

4.1. This section identifies the relevant planning policy and the key site-specific planning considerations relevant to the determination of the planning application. The following planning issues are considered relevant:

- Principle of Temporary Use;
- Design and Access;
- Transport;
- Waste and Servicing;
- Safety and Security; and
- Ecology and Trees.

Principle of Temporary Use

- 4.2. The First Street area is in the process of undergoing extensive regeneration. The wider area is currently occupied by a mix of commercial uses, with a number of new build offices. Manchester City Council adopted the latest iteration of the First Street Strategic Regeneration Framework (SRF) in November 2019, with an addendum published in March 2020. These documents supersede the previous version adopted in August 2015. The SRF sets out the Council's ambition to create an established office location, that builds upon its unique locational attributes and distinctive offer.
- 4.3. The proposals will support the aspirations of the SRF, with the Proposed Development comprising a marketing suite for the forthcoming office buildings, being brought forward at First Street. The marketing suite is to provide a typical boardroom-style office at Ground Floor level, along with additional seating at the first floor.
- 4.4. The provision of a dedicated marketing suite is key to showcasing the quality of the office offering to potential occupiers, and will help to facilitate positive engagement, and attract and retain current businesses within the First Street area. Once all sales have been achieved, it is intended that the marketing suite will be decommissioned.

Design and Access

- 4.5. UDP Policy DES 1 echoes national policy and guidance. The Policy requires development to respond to its physical context, respect the positive character of the local area and contribute to local identity. UDP Policy DES 4 requires development adjoining public space to have a strong and positive relationship with that space.
- 4.6. Chapter 12 of the NPPF emphasises the great importance placed on the creation of high quality buildings and places - good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. A number of factors help to ensure that developments are contributing to the creation of well-designed places:

- Function well and add to the overall quality of the area, over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history;
- Establish or maintain a strong sense of place to create attractive, welcoming and distinctive places;
- Optimise the potential of the Site and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being.

4.7. In addition, the NPPG states that well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process.

Applicant's Response

- 4.8. The temporary buildings within the Proposed Development are carefully designed to sit comfortably within the context of the Site. The unique design of the individual buildings will improve the appearance of the Site and the immediate surroundings, through the use of sustainable, recyclable materials and sensitive hard and soft landscaping.
- 4.9. The design documents submitted alongside this application, prepared by White Crane, include details of the materials to be used as part of the development. The materials have been selected to sit comfortably within the overall architectural strategy of the First Street Masterplan.

Transport

- 4.10. Chapter 9 of the NPPF focuses on promoting sustainable transport. Paragraph 105 of the NPPF (2021) states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and health.
- 4.11. One of the key elements of national and local planning policy is to ensure that safe and suitable access to a development can be achieved by all users. Paragraph 112 of the NPPF states that applications for development should:
- Give priority first to pedestrian and cycle movements;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.12. These national policies are supported in the Local Development Plan. *UDP Policy ST 5 Transport Networks* aims to maintain an efficient and well-connected transport network, enabling all sections of society to move around freely. The Policy aims to achieve this by:

“Requiring development proposals, highway improvement schemes and traffic management measures to make adequate provision for the needs of disabled, pedestrians and cyclists, and, wherever appropriate, maximize the use of public transport.”

- 4.13. *UDP Policy A 8 Impact of Development on the Highway Network* states that development will not be permitted where it would:

“have an unacceptable impact on highway safety or the ability of the Strategic Route Network to accommodate appropriate traffic flows by virtue of traffic generation, access, parking or servicing arrangements; or ii. cause an unacceptable restriction to the movement of high, wide, long or heavy vehicles along Abnormal Load Routes.”

- 4.14. This is complemented by UDP Policy A 10: Provision of Car, Cycle and Motorcycle Parking in New Developments which requires development to,

- I. “make adequate provision for disabled drivers, cyclists and motorcyclists in accordance with the minimum standards set out in Appendix B of the UDP;
- II. not exceed the maximum car parking standards set out in Appendix C of the UDP; and
- III. provide the parking facilities in a manner consistent with the provision and maintenance of adequate standards of safety and security.

Car parking provision in residential developments will be assessed on a case by case basis, having regard to the type and accommodation of the properties, their location, the availability of and proximity to public transport, the availability of shared parking facilities, and the existing level of on-street parking. Development with more than 1.5 off-street parking spaces per dwelling or unit of accommodation, averaged over the city area, is unlikely to be regarded as sustainable.”

- 4.15. Policy A1 Supporting Sustainable Transport of the Salford Local Plan: Development Management Policies and Designations (Publication Plan, as amended) states that developments shall:

- Help to reduce the overall need to travel through its location, density and mix of uses;
- Enable a modal shift towards more sustainable forms of transport such as walking, cycling and public transport;
- Minimise any adverse impacts on transport networks; and
- Be phased with the provision of sufficient transport infrastructure and services.

- 4.16. Draft Policy A2 Transport Hierarchy and Sustainable Streets of the Salford Local Plan: Development Management Policies and Designations (Publication Plan, as amended) outlines the transport hierarchy that new developments and transport infrastructure schemes shall be designed to. The following hierarchy with the highest priority first, also ensures appropriate access for emergency vehicles at all times:

- Pedestrians;
- Cyclists;
- Public transport users;
- Commercial delivers and specialist service vehicles; and
- Other motor traffic.

- 4.17. *Draft Policy A3 Walking and Cycling* and Draft Policy A2 of collectively highlight the city council's emphasis promoting walking and cycling journeys, whilst ensuring that the design of new developments is contributing to the delivery of walkable and cyclable neighbourhoods.

Applicant Response

- 4.18. In line with local and national policy, the location and design of the scheme exploits opportunities for the use of sustainable transport modes. The Site is located within walking distance of Bus, Rail and Metrolink Stations maximises the opportunity for residents, and customers to the ground floor commercial space to utilise existing sustainable transport infrastructure.
- 4.19. The proposed temporary building is designed to be fully accessible by pedestrians, with vehicular access to the Site located along River Street.
- 4.20. It is concluded that the Proposed Development will meet requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be severe when examined in the context of NPPF.

Waste and Servicing

- 4.21. Core Strategy Policy EN19 Waste requires developers to demonstrate that new development is consistent with the principles of the Waste Hierarchy (prevention, reduction, re-use, recycling, energy recovery, final disposal). Core Strategy Policy DM1 Development Management states that all development should have regard to refuse storage and collection and impacts on amenity including from odours, litter and vermin.

Applicant response

- 4.22. The waste requirements for the Proposed Development have been calculated using the Manchester City Council Waste Storage and Collection Guidance for New Developments.
- 4.23. Given the proposed use of the development, the likely waste generated will be minimal and access for servicing and deliveries on a regular basis is not anticipated.
- 4.24. It is considered that the proposed arrangements and measures detailed in the Waste Management Proforma, demonstrate compliance with Core Strategy Policy EN19 (Waste) and will mitigate against any impact on amenity.

5. Summary and Conclusion

- 5.1. This Planning Statement has been prepared in support of an application for Full Planning Permission, for a temporary five-year period, for the continued use of a coffee kiosk and the erection of a building, to be used for marketing and sales of residential dwellings that are delivered as part of the First Street Masterplan.
- 5.2. The description of development as stated on the application form is as follows:

“Erection of a temporary coffee kiosk and a two-storey marketing suite building (sui generis) and associated works.”
- 5.3. The part of the Site that relates to the coffee kiosk comprises circa 7.5 sq m and is located within the public space of the First Street Masterplan area. The Site is bound by a public footpath to the west, north and east, and a commercial building to the south. River Street to the south and First Street to the west.
- 5.4. The area of the Site that relates to the marketing suite is 66 sq m and is currently occupied by two trees, a small temporary kiosk, currently used as marketing suite, and areas of hardstanding associated with the public space. The Site is located within James Grigor Square and is bound by a small area of public green space to the east, River Street to the south and First Street to the west.
- 5.5. The overall Site area related to the Proposed Development is 73.5 sq m.
- 5.6. The coffee kiosk was opened in response to the latest tenant survey, in which office tenants requested a well-priced breakfast and lunchtime offering, as well as additional places to sit. The kiosk is open to both office users and the general public. Future plans for the kiosk are to link it into a range of themed events to support the wider seasonal programme.
- 5.7. The proposed marketing suite development will enhance and facilitate the marketing of Ask Real Estate’s forthcoming commercial development, to prospective occupiers.
- 5.8. The provision of a dedicated marketing suite is key to showcasing the high-quality office space being delivered and will help to attract and retain residents to the First Street area.
- 5.9. This Planning Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside supporting design and technical assessments that are submitted with the application.
- 5.10. It has been demonstrated that the Proposed Development complies with the Local Development Plan when considered as a whole and the relevant Material Considerations and we therefore consider that the planning application merits the full support of the Local Planning Authority.



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