



Plot 10a, First Street Planning and Tall Building Statement

January 2023

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1. Introduction

- 1.1. This Planning and Tall Building Statement (the 'Statement') accompanies an application for Full Planning Permission submitted on behalf of First Street (Developments) Limited (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), and First Street Strategic Regeneration Framework (2020), 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, Plot 10b to the east, Hulme Street to the south and Newcastle Street to the 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 (Jon Matthew Architects, 2023)

The Proposed Development

- 1.4. The proposals are for a highly sustainable office building and new areas of public realm (the 'Proposed Development'). The description of the Proposed Development is set out below:

"Full Planning Permission for a 13-storey office building (Use Class E) and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements."

- 1.5. The term 'Proposed Development' used within this Report refers to all stages of demolition, construction and operation of the development.

The Opportunity

- 1.6. Manchester city centre is the economic driver of the Greater Manchester City Region. First Street has been an important part of the city's story of regeneration and renewal, since it was first identified as strategic regeneration priority over 20 years ago.
- 1.7. First Street sits at a key node in the city centre adjacent to the civic quarter and forming part the Oxford Road Corridor. It is an important component of the Southern Arc of regeneration that stretches from Great Jackson Street in the west to Mayfield and Piccadilly in the east.
- 1.8. First Street was conceived as an "Urban Business Park" to attract traditionally out-of-town occupiers into the city centre where they could enjoy the benefits of locating in the city centre (public transport accessibility, greater and more diverse labour market, sustainable office buildings) but at a price point significantly below the traditional Central Business District (CBD), and in view of the emergence of other prime office locations such as Spinningfields and St Peter's Square. The First Street offer has since evolved into a vibrant, mixed-use city centre neighbourhood but that central concept for the commercial office space has remained.
- 1.9. Since its inception, First Street's commercial strategy has been to always deliver innovative, forward-thinking accommodation. This strategy has been very successful in attracting a wide range of occupiers into the City Centre, including those that otherwise would have potentially located in out of-centre locations or tier 2 cities:
- No.1 First Street was Manchester's first BREEAM Excellent office building in 2010. It is fully let to major national and international occupiers Autotrader, Jacobs and Ford Credit Europe.
 - No.8 First Street completed in 2019. The building delivers BREEAM Excellent office accommodation with unrivalled 26,000 sq. ft floorplates and generous winter gardens. No.8 is fully let to Gazprom, Odeon, WSP, Lonza and Marsh.
 - Building 9a is under construction and will further push the envelope by demonstrating best-in-class sustainable credentials, both in construction and operation, through its targeted NABERS 5.5* rating.
- 1.10. Together these three buildings bring over 450,000 sq. ft Grade A commercial floorspace to the City Centre, supporting c.3,000 jobs which might otherwise be lost to Manchester. Successful delivery of Plots 9b and 10a would up the total floorspace to c.800,000 sq. ft and a further 2,750 supported jobs.
- 1.11. Market conditions continue to evolve at pace in the post Covid world. The ESG (Environment Social Governance) requirements of occupiers and investors, and, the introduction of new more flexible ways of working with an emphasis on quality, wellness and collaboration, means that First Street needs to continually evolve its offer to remain distinctive and deliver the final phases of development.
- 1.12. Ask's ambitions to deliver next generation sustainable office accommodation at First Street is best illustrated by their Plot 9a development. Plot 9a is delivering Grade A office floorspace with access to winter gardens, yoga/gym space and market-leading cycle provision, providing an offer that targets post pandemic occupational demand and responds to the Council's objective to be a net zero carbon city by 2038 through both the construction and operation of its buildings.

- 1.13. Plot 9a will be the first office delivered in the Regional Centre that targets a NABERS 5.5* rating. NABERS UK is a simple, reliable system for rating the energy efficiency of office Buildings. Its Design for Performance bridges the "performance gap" that exists between original design intent and how a building truly performs in-use.



- 1.14. The Plot 10a proposals are being brought forward in tandem with a separate planning application for Plot 10b, comprising new purpose-built student accommodation ("PBSA"), a food hall 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.
- 1.15. In this context, the Proposed Development will deliver the following benefits to First Street and the city centre:
- deliver the next phase of Grade A office space at First Street, which addresses continued strong occupier demand and take up rates and meets with current occupier requirements;
 - provide large floorplates and market-leading facilities to diversify First Street's commercial offer and meet the latest occupier requirements that support future ways of working and occupant well-being;
 - utilise the Applicant's knowledge and learning from Plot 9a to further push the envelope on what can be achieved in sustainable commercial office design in the Regional Centre – 10a will outstrip even 9a in its sustainable construction and performance;
 - support ongoing economic growth, taking the opportunity to expand the existing cluster of a range of commercial businesses, cultural hub and residential properties;
 - 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, in line with the strong urban design visions in the SRF;
 - promotes pedestrian and cycle activity through First Street and further afield, and;
 - deliver generous, well-designed public realm and green infrastructure to: extend First Street southwards, completing the central north-south spine through the SDF area; complete the east-west link along River Street; and provide southern enclosure to James Grigor Square.

The Applicant

- 1.16. First Street (Developments) Limited is a delivery vehicle for Ask Real Estate (Ask). Ask has a strong track record of delivering a diverse and often complex range of construction projects across the majority of development sectors, including office and commercial, residential, retail, industrial, healthcare, education, sport and leisure, and transport and infrastructure. These include some of the most important regeneration projects in Greater Manchester, including First Street and Embankment at Greengate, Salford.
- 1.17. Demonstrating a high level of skill and ability in delivering mixed-use developments, Ask's portfolio boasts 20 leading projects, comprising over 3 million sq ft of floorspace and generating an end value of £800 million, including the aforementioned and adjacent First Street Plot 9a net zero office development

- 1.18. Ask's track record demonstrates their commitment to delivering high quality regeneration in the City Centre and they will continue this commitment at Plot 10a.

Pre-Application Consultation

- 1.19. 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.
- 1.20. 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

- 1.21. 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	Responsibility
<i>Planning Application Form and Ownership Certificates</i>	Deloitte
<i>Covering Letter</i>	Deloitte
<i>Application Site Boundary and Location Plan</i>	Jon Matthews Architects
<i>Existing and Proposed site plans, sections and elevations (including drawing schedule)</i>	Jon Matthews Architects
<i>Topographical Survey (including Ground Penetration Radar)</i>	Jon Matthews Architects
<i>Landscape Strategy and Drawings</i>	Planit-IE
<i>Accommodation Schedule</i>	Jon Matthews Architects
<i>Design and Access Statement</i>	Jon Matthews Architects
<i>Archaeological Desktop Assessment</i>	Pre Construct Archaeology
<i>Crime Impact Statement</i>	Greater Manchester Police: Design for Security
<i>Ecological Appraisal – including biodiversity calculations</i>	Penny Anderson Associates
<i>Energy Statement and Environmental Standards Statement</i>	Cundall
<i>BREEAM Assessment</i>	Cundall
<i>Flood Risk and Drainage Strategy</i>	Ramboll
<i>Green and Blue Infrastructure Statement</i>	Deloitte
Ground Conditions <i>Preliminary Risk Assessment Letter (Ramboll, September 2022)</i> <i>Contaminated Land Desk Study Plot 6/7 First Street (Ramboll, March 2017)</i> <i>Geotechnical and Contaminated Land Interpretive Report (Ramboll, February 2020)</i> <i>Ground Investigation Plots 6 & 7 First Street (TerraConsult, February 2018)</i>	Ramboll and Terra Consult

Document	Responsibility
<i>Local Labour Benefit – Statement of Intent</i>	Ask Real Estate
<i>Statement of Consultation</i>	Deloitte
<i>TV Reception Survey</i>	G-Tech
<i>Transport Statement</i>	Vectos
<i>Travel Plan</i>	Vectos
<i>Mechanical and Ventilation Statement</i>	Cundall
<i>Waste Management and Servicing Strategy (including MCC's Waste Pro-Forma)</i>	Vectos
<i>Heritage Statement</i>	Deloitte
<i>Construction Management Plan</i>	BAM Construction
<i>Air Quality Assessment</i>	Cundall
<i>Daylight, Sunlight and Overshadowing Assessment</i>	Proximity
<i>Noise Assessment</i>	Cundall
<i>Townscape and Visual Impact Assessment</i>	Planit-IE
<i>Wind Microclimate Study</i>	Arch-aero

Structure of the Planning Statement

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

- **Section 2** – provides a description of the Site and surrounding area;
- **Section 3** – describes the form of the application and Proposed Development;
- **Section 4** – details the relevant documents that make up the Development Plan and material considerations;
- **Section 5** – provides a broader planning assessment of the Site specific planning issues;
- **Section 6** – presents a detailed evaluation of the proposed tall building;
- **Section 7** – considers the public benefits of the Proposed Development; and
- **Section 8** - concludes by summarising the case for the grant of Planning Permission

2. Site and Surroundings

- 2.1. 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

- 2.2. The Site comprises approximately 0.36 hectares of brownfield land and is currently vacant. The Site's last use was as a temporary event space for organised outdoor events including Manchester Pride festival, which ended in August 2021. The Site is located within Plot 10 of the First Street SDF, which is split into two plots: Plot 10a to the west (the 'Site'), fronting onto First Street; and 10b to the east, fronting onto River Street. Each plot can be developed and accessed independently of the other.
- 2.3. A separate planning application for drainage diversions along Hulme Street and River Street has been submitted by the Applicant in January 2023 (Planning Portal Ref.PP-11748429) to facilitate the redevelopment and regeneration of both plots.
- 2.4. In its current state, the Site is predominantly comprised of hardstanding with a minimal amount of vegetation. The Site slopes downwards from the south-west to the north-east towards River Street.
- 2.5. The Site can be accessed by vehicle via Newcastle Street; however, this is restricted by hoarding around the perimeter and locked gates to north and south.

Surrounding Uses

- 2.6. Immediately to the north and north-west of the Site are the completed No.1 and No.8 First St buildings, which are home to commercial occupiers including WSP, Autotrader, Amaze, Odeon and Jacobs. James Grigor Square is located north-west of the Site and provides attractive outdoor space.
- 2.7. Beyond this is First Street North ('FSN'), which is now complete. Centred around Tony Wilson Place, FSN is now a cultural hub for the city including HOME a contemporary art, film and theatre complex alongside a wider mix of uses including student accommodation, a multi-storey car park ("MSCP") and a range of carefully curated food and drink operators, as well as new public spaces.
- 2.8. To the east of the Site is Plot 10b and further beyond are former mill buildings including Macintosh Mill, Chorlton Mill and Cambridge Mill are Grade II listed and in residential and office uses.
- 2.9. To the immediate south is the under-construction Plot 11 Downing site (125573/FO/2019), which comprises 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.
- 2.10. Immediately west of the Site is Plot 9 of the First Street Masterplan. Ask is currently constructing a nine storey 'net-zero' office on the northern half of Plot 9 (Plot 9A, approved under Planning Permission 132600/FO/2021), which will be occupied by the GPA. The southern half of Plot 19 (Plot 9b) remains a vacant future development site identified within the SDF for commercial office development.
- 2.11. Beyond Plot 9 to the west, on the opposite side of Medlock Street, Planning Permission was granted in January 2020 for two Grade A office buildings at 11- and 14-storeys respectively at One City Road (Planning Permission Ref. 128002/FO/2020). South of One City Road, plans have been submitted for a mixed-use development comprising a 13 storey office building and 38 storey PBSA building on the site of the existing Premier Inn on Medlock Street (planning application reference 135419/FO/2022).

Site Specific Environmental Designations

Air Quality

- 2.12. 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

- 2.13. 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.

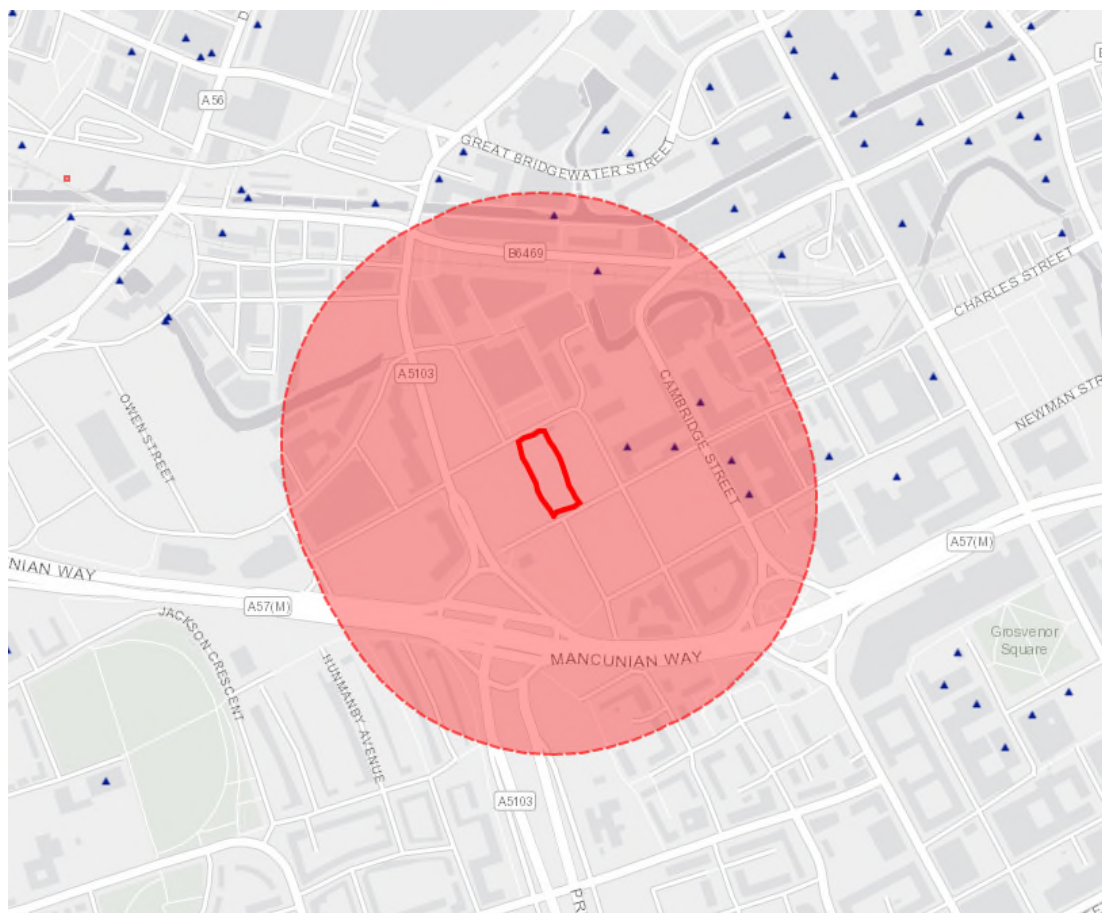
Flood Risk and Drainage

- 2.14. 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.
- 2.15. The Site is located within the Critical Drainage Area prescribed by Manchester, Salford and Trafford Council's Strategic Flood Risk Assessment.
- 2.16. For further details on flood risk, please refer to the Flood Risk and Drainage Strategy prepared by Ramboll.

Heritage

- 2.17. The Site is not located within a Conservation Area and does not contain any designated or non-designated heritage assets. As shown in **Figure 2.2**, 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 ZVI was produced by Plan-it, indicating sight lines, supporting the proposed radius. Most notably these include the Grade II Listed MacIntosh Mills, Cambridge Mill, and Chorlton New Mill which are in close proximity to the Site to the east.
- 2.18. 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.
- 2.19. For further details on heritage and the nearby heritage assets, please refer to the Heritage Statement prepared by Deloitte LLP.

Figure 2.2- Heritage assets within a 250m radius (Source: Historic England, 2022)



- 2.20. For further details on heritage and the nearby heritage assets, please refer to the Heritage Statement prepared by Deloitte LLP.

Accessibility

- 2.21. 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.
- 2.22. It is also in close proximity to existing and emerging residential communities around Cambridge Street, Macintosh Village, Great Jackson Street and Hulme.
- 2.23. 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.
- 2.24. For further details on transport, please refer to the Transport Assessment and Framework Travel Plan prepared by Vectos.

Planning History

- 2.25. The approved planning permissions of most relevance on Site are set out in the table below.

Table 2.3 – Site Planning History

PP Reference	Description	Status
048549/DF/CMD/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

3. Proposed Development

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

Strategic Context for the Proposed Development

- 3.2. 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.
- 3.3. As such, Manchester City Centre is also 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.
- 3.4. Proposals such as First Street Plot 10a, also have the potential to support Manchester's role as a leader in sustainable urban regeneration and addressing net zero priorities.

City Centre Vision and Regeneration Priorities

- 3.5. The vision for the City Centre is well developed through a number of specific Strategic Regeneration Frameworks, which are effective vehicles for place led regeneration, but also 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.
- 3.6. The Site sits within two strategic priority areas of the City Centre:
- o The **First Street** Strategic Development Framework (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.
 - o **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 and Manchester Metropolitan University campuses.

The Manchester Office Market

- 3.7. Manchester City Centre has one of the largest office centres outside of central London with approximately 3.8 million sq.ft. of office floorspace¹. The Manchester office market remains highly competitive, building off the strength of the local economy and the desire for businesses to want to locate here for business combined with a growing population.
- 3.8. This strong office market has contributed to Manchester's economy growing at a faster rate than the UK as a whole in recent years. The COVID-19 pandemic resulted in a turbulent office market in 2020 and 2021, office developments had continued to be delivered to market albeit a much more subdued rate, with 2021 seeing 66% less floorspace delivered to the market. This more subdued rate means that much of the development in the pipeline is already pre-let and with increasing demand, there is the prospect of short-term supply issues in the market in the coming years.
- 3.9. The latest figures from the Manchester Office Agents Forum ('MOAF'), released in October 2022 and reporting on the third quarter of 2022, highlights that over 326,000 sq.ft. of office floorspace space was leased, a 30% increase in uptake to the previous quarter and same period last year. MOAF anticipates a stronger final quarter, taking it to beyond 1m sq. ft. for the whole year. One of the most notable deals within the City Centre during this quarter was the GPA taking 36,375 sq ft at 101 Barbirolli Square and Manchester Metropolitan University signing for 36,116 sq ft at Manchester Technology Centre².
- 3.10. Continued take up within the technology sectors have led to tenants such as global media giant WSP and Booking.com choosing to put down roots and base their headquarters in the city³.
- 3.11. According to the latest research from Savills released in October 2022, Manchester's average Grade A increased in 2022 reflecting a continued recovery from the pandemic. The data revealed that the average Grade A rents stand at £34.35per 11% higher than the 2021 figure, which is also 7% higher than the pre-pandemic high⁴.
- 3.12. This demonstrates the continued investor appetite for office floorspace in Manchester where there is strong occupier market. The strong uptake of office space has led to a shortage of Grade 'A' office space as demand outstrips supply, with Grade A availability falling by 8% to 834,000 sq ft at the end of Q3, meaning there is a continuous demand in the City for the new supply that is brought forward.

Future of Work

- 3.13. A key part of Manchester's economic growth can be found within the success of its office market. Whilst it is without doubt that COVID-19 had a considerable impact on the office sector and in particular the way we work, more than a third (37%) of developers expect homeworking to have no impact on the demand for leasing. Furthermore, only 24% of UK businesses have expressed an intention to increase homeworking going forward. The proportion of individuals only working remotely has also been falling since the 2021 high of 37% in February, dropping by 12 percentage points to 25% in May 2021, and is expected to fall further⁵.
- 3.14. The findings also set out that 85% of individuals currently working from home have indicated that they would like to use a 'hybrid' approach in the future, combining both home and office working. As such, the way in which office space is used has changed and is likely to continue to change, requiring office buildings to be as flexible as possible.
- 3.15. The flexibility and change in workplace demands that were already starting to emerge in the work force has been exacerbated by COVID-19 which has provided an opportunity to reflect on the evolving role of the workplace and what it should enable. Evidently, the way in which office space is used has changed and is likely to continue to change, requiring office buildings to be as flexible as possible. In response to these changes, there have been initiatives by corporates and office occupiers to improve the employee experience,

¹ Savills (2022). *Market in Minutes: Manchester Occupational Office Data Q4 2021*. Viewed online:

https://www.savills.co.uk/research_articles/229130/325856-0

² Place North West (2022). *MOAF: Office take-up climbs 30% in Q3*. Viewed online: <https://www.placenorthwest.co.uk/moaf-office-take-up-climbs-30-in-q3/>

³ The Business Desk, 2022. *New figures show resilience of Manchester office sector*. Viewed online: [New figures show resilience of Manchester office sector | TheBusinessDesk.com](https://www.thebusinessdesk.com/news/new-figures-show-resilience-of-manchester-office-sector)

⁴ Savills (2022) *Market in Minutes: Manchester Occupational Office Data Q3 2022* Viewed Online: https://www.savills.co.uk/research_articles/229130/334954-0

⁵ Deloitte, Manchester Crane Survey 2022

to attract and retain the best talent. These initiatives also include the provision of high-quality amenities within the office buildings, including gyms and wellness facilities and external amenity space.

The importance of ESG

- 3.16. At the same time, there has been an increasing recognition of the need for the real estate industry and office-market to meet the challenge of the climate crisis. Indeed, minimising embodied carbon in new workspaces is critical to meeting overall carbon budget targets now being set by each city, as is the re-use of brownfield land accessible by sustainable transport modes. This has led to a demand by occupiers for increasingly highly sustainable buildings and seeking out newer accreditations such as NABERS.
- 3.17. Occupiers also look to assets that have suitable and credible ESG credentials to help decarbonise their business. In other words, ESG characteristics of assets now plays a meaningful role in the investment decision-making process⁶.
- 3.18. Policy at GM level states all new build developments will need to be Net Zero in operation by 2028; however, creating a sustainable city is more than just about reducing carbon emissions and addressing environmental challenges. Other important threads of ESG include making sure that everything that is built today serves a key purpose for cities in the future as well as maintaining positive levels of population growth, supports job creation and, in turn, induces expenditure in the local economy through residents, workers, and tourists.
- 3.19. The City Council's Climate Action Plan 2020-2025 aims to rebalance the current use of city centre space, promote sustainable and active travel, improve air quality, plant more trees, end fuel poverty and improve the environment across all the city's neighbourhoods. The plan has a target for Manchester to become a zero carbon city by 2038 at the latest.

Levelling up

- 3.20. Levelling up is a 'moral, social and economic programme' led by the Government, intended to 'spread opportunity more equally across the UK'. It requires four key themes; boosting productivity in the private sector, spreading opportunities and improve public services, restoring a sense of community, and empowering local leaders and communities⁷.
- 3.21. The white paper, published 2 February 2022, sets out the scale and causes of geographic disparities across the country, and aims to help ensure everyone, wherever they live, has the opportunity to succeed and thrive; ensure that Levelling Up the United Kingdom 456 businesses can invest, create jobs and drive productivity.

Development Proposals

- 3.22. The following commentary summarises the Proposed Development.

Use and Amount

- 3.23. **Table 3.1** sets out the application proposals:

Table 3.1 – Development Quantum

Proposed Use	<i>33,682 sqm commercial office space (GEA) (Use Class E) (28,252 sqm GIA)</i>
Maximum Height (storeys / AOD)	<i>13 Storeys / 90.3m AOD</i>
Car Parking	<i>No Car Parking</i>
Cycle Parking	<i>204 secure cycle parking spaces</i>

⁶ Ingraining sustainability of the next era of ESG investing, Deloitte (2022) available:

<https://www2.deloitte.com/ie/en/pages/sustainability/articles/sustainable-finance/ingraining-sustainability-in-the-next-era-of-esg-investing.html>

⁷ [Levelling Up the United Kingdom: Executive Summary \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101441/levelling-up-the-united-kingdom-executive-summary.pdf)

- 3.24. The building has been designed to be at the forefront of flexible and high-quality, sustainable Grade A office floorspace that caters to market demands. As well as NABERS 5.5* rating, the building is also targeting WELL Building Standards, BREEAM Outstanding and an EPC A rating.
- 3.25. Together with Plot 9a, it will be one of the first buildings in Manchester to have a Smartscore rating. In this regard, Smart Spaces involve installing a smart platform for the development that not only provides the softer services for occupiers such as a community via a building social media platform, but also allows a more efficient management of some of the harder services such as access into buildings and energy saving through integrated building intelligence. Having a smart platform integrated into the design is an effective way of improving the efficiency and sustainability of a building.

Layout

- 3.26. The original masterplan positioned two blocks parallel to River Street for the wider Plot 10. This allows one block to positively address River Street and the other to respond to Hulme Street on the opposite side of the site.
- 3.27. The buildings on Plot 10 have 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 site. The current proposals 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:
- Extension and retention of First Street along a single frontage;
 - 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;
 - 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, Wilmott St and First St.
- 3.28. 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 connections.
- 3.29. With a clearly defined entrance onto River Street and James Grigor Square opposite, the office block engages with the surrounding streets and public space, providing access for pedestrians. The proposals include significant areas of active frontages along River Street and First Street and the new public realm will help activate this emerging area, which is already starting to take shape through construction on the adjacent Plot 9a.
- 3.30. Internally the layout has been carefully considered to provide the optimum experience for future occupiers and create a flexible, high-quality space that will help occupiers to attract and retain the best talent. For example, the entrance has been designed to be triple height and with co-working spaces to create an immediate sense of atmosphere and hive of activity. In addition, the design includes more practical elements such as designing in flexibility for where floorplates can be divided, or interconnected stairs included. The large floorplates have also been designed to provide space for occupiers to include spaces for collaboration and respond to the different ways of working.
- 3.31. The layout has also been designed to accommodate significant areas of amenity, including:
- Winter Gardens: Winter gardens on every level provide occupant controllable environments for access to fresh air and improve wellbeing. These gardens which provide visual, social and working amenity on the floors, can be used for a multitude of purposes, as alternative working environments or as collaborative breakout spaces.
 - External Terraces: A generous private external terrace is provided for the occupier at the Eleventh Floor which is open to the elements. There is also a terrace at the Twelfth Floor open to all users of the building. This terrace is highly flexible and easy to adapt for social and business events or to offer a refreshing change of scenery for meetings and individual working and enable occupants access to outside space.

- Cycle Hub and Fitness Studio: The development will benefit from a generous cycle hub facility allowing for the storage of 204 cycles, 200 lockers, 20 showers, drying lockers and cycle maintenance facilities. Cyclists will also enter the building via a dedicated cycle path and access point. The facility has been designed in partnership with Cycle Score who have helped create a well-designed cycle friendly and modern environment. The cycle hub also includes a fitness studio space on the ground floor where exercise classes will be held on a regular basis and space can be booked out by occupiers.

Scale and Massing

- 3.32. 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 Mancunian Way stretching from Great Jackson Street in the west to Piccadilly in the east. 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 as highlighted above.
- 3.33. Jon Matthews Architects' proposed design for the 13-storey office block will contribute to the emerging streetscape in this part of First Street, balancing the much taller buildings approved and under construction at Great Jackson Street and First Street Plot 11 to the south.
- 3.34. The Design and Access Statement prepared by Jon Matthews 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.
- 3.35. This included consideration of the relationship with the adjacent Plot 10b proposals, which will be submitted under a separate planning application. In this regard, it was considered important that relative massing of each building steps down to the east, towards the heritage assets around MacIntosh Mills and Cambridge Street. This relationship will be realised with submission of the 10b proposals.
- 3.36. As part of this process, a Townscape and Visual Impact Assessment was undertaken, as detailed in Section 6. The initial Zone of Visual Influence 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.

Appearance and Materiality

- 3.37. 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.
- 3.38. 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. This architectural detail was discussed in depth as part of pre-application discussions with MCC to ensure that the proposals will continue to push forward Manchester's ambitions for high-quality and sustainable buildings. A key part of achieving sustainable buildings is taking a fabric first approach through appropriately selected and durable materials, and a design which appeals to office occupiers throughout the lifetime of the building such as natural daylight and a visually pleasing design.
- 3.39. As with the layout, scale and massing of the building, the appearance and materiality has been developed with the emerging context in mind, including the emerging development on Plot 9a and soon to be submitted planning application for PBSA on Plot 10b. Together with 10b, the Plot 10a proposals will manage the transition between the modern heart of First Street to the traditional mill buildings to the east.
- 3.40. Jon Matthews Architects developed and tested two key concepts whilst establishing the principle for the facade design. These were:
- Floor to ceiling windows.

- Windows in a band above desk height.

3.41. The windows in a band above desk height was selected and taken forward for the following reasons:

- Increased daylight penetration into the floor plate. This also reduces energy in use.
- Providing panoramic views and improving occupier's well-being. by providing connectivity with the outside.
- Concealing the view of items located on the office floor from street level (i.e. boxes, bags desks and cables etc)

3.42. Overall, this concept will lead to an elegant form and a high quality environment for occupiers. Plot 10a is designed to be read alongside Plot 9a as a 'family' of buildings, both of which share the same design approach described above. The tone of the buildings transitions from the greens hues at Plot 9a to copper at Plot 10a, and it is envisioned that the forthcoming Plot 10b will be of red brick. Together, these create a cohesive streetscape but with each building having an individual and distinct identity.

3.43. The proposed cladding is a pre-cast concrete panel system. This helps to reduce the embodied carbon over using a curtain walling system and plays a key role in the high sustainability credentials of the building. The natural concrete aggregate will be flecked with a copper tone.



Figure 3.1: CGI of the proposed building demonstrating the proposed pre-cast concrete flecked with copper tones, sitting adjacent to under-construction Plot 9a (Source: Jon Mathew Architects, 2023)

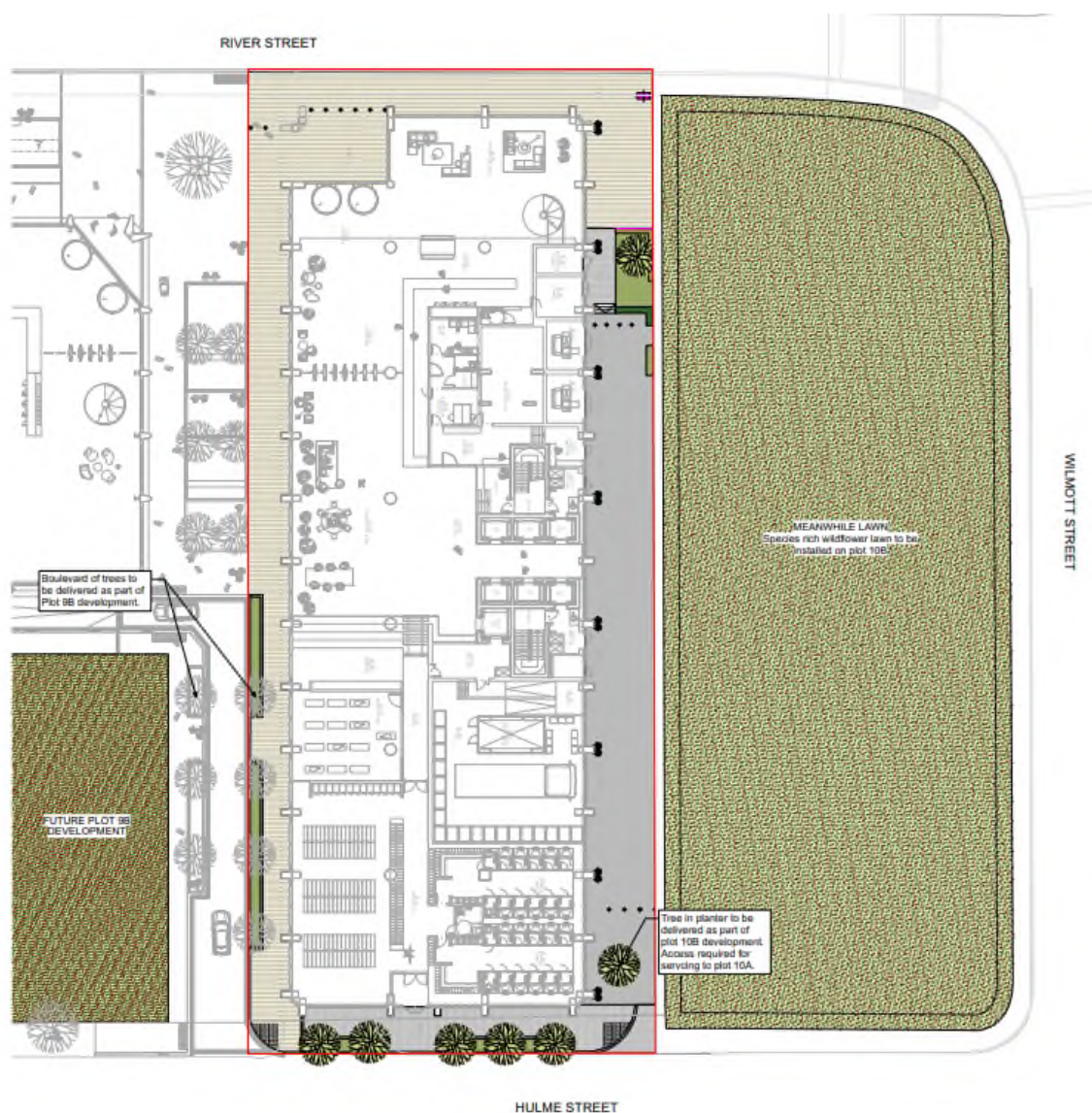
3.44. The vertical columns, as shown in the Figure above, are c.600mm wide x c.800mm deep and polished pre-cast concrete. Polishing the panel reveals the concrete aggregate providing a rich and high-quality texture. The horizontal elements are a scalloped pre-cast concrete panel, inlaid with a vertical groove pattern and treated using acid etching to further enhance the colour and texture of the concrete aggregate. These different finishes will provide a subtle contrast between the horizontal and vertical elements, further supported through the introduction of a shadow gap where the two elements meet. Decorative metal solar shading panels are incorporated at ground to mitigate overheating, and will be a rich copper tone.

3.45. The treatment to the roof-top terrace has been designed to act as the crown to the building. It uses polished pre-cast concrete to have a continuation of the façade treatment throughout and creates a strong horizontal finish to the building.

- 3.46. The ground floor has been purposefully designed to provide a positive and active street frontage. The main entrance is located to the north-east and is signified by the glazed triple height entrance, cut back for the pavement line. This design creates a strong relationship with the streetscape and clearly signifies the front door to the building, aiding with the legibility of First Street.
- 3.47. The office and cycle store entrance is located on Hulme Street. Here the external grade level is higher than at River Street resulting in a more modest sense of scale at Ground Floor. The entrance on Hulme Street will help to bring activity along Hulme Street and complement the under-construction proposals at Plot 11. There are areas of vertical metal louvres system which service the ground floor w/c provision and which carry around towards the service yard. These louvres have been softened by the introduction of street trees along Hulme Street, as discussed below.

Landscaping Strategy

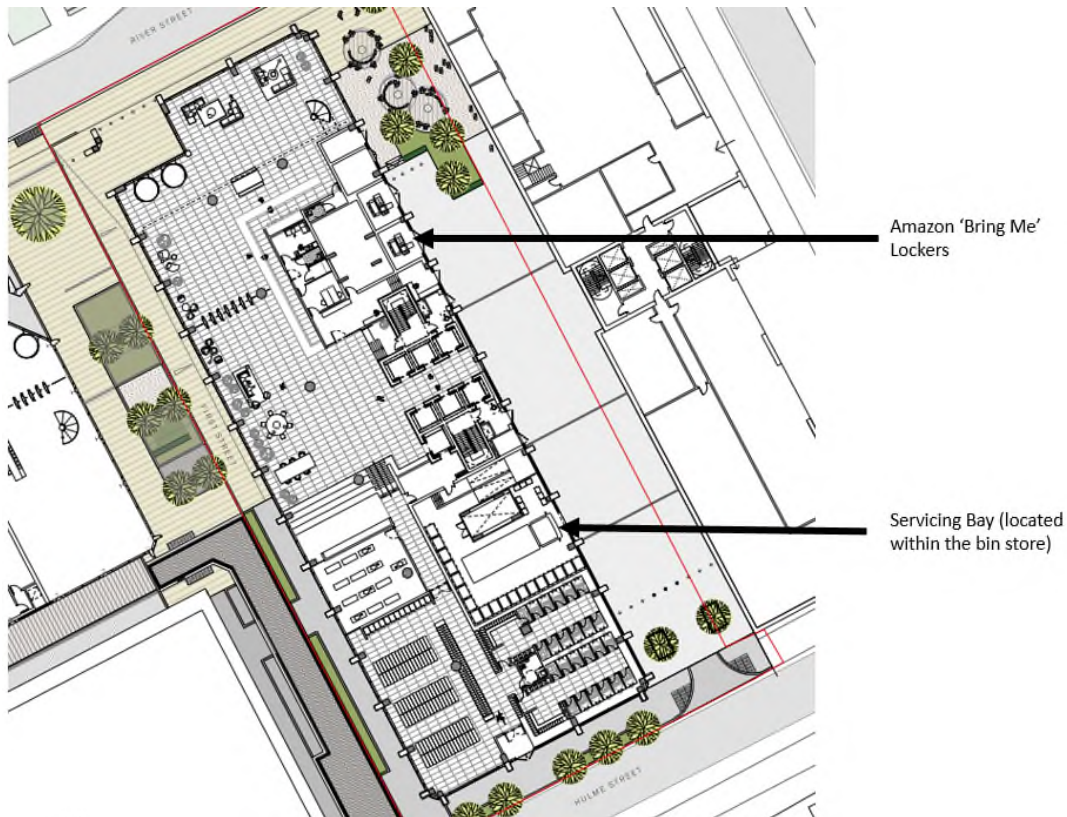
- 3.48. Planit-IE is the master landscape architect on the First Street Masterplan and has designed the landscaping around Plot 10a.
- 3.49. The landscaping approach is to provide a continuity to the existing First Street public realm to the north of the Site. The adjacent Plot 9a delivers the majority of the public realm extension with Plot 10a completing the eastern footpath connecting First Street to Hulme Street to the south in consistent sandstone paving to match existing materials. The southern section of the western footpath will be delivered with the Plot 9b proposals when they come forward to complete the permanent condition of this linkage.



- 3.50. To the north of the Site, the pedestrian route along the existing River Street will be upgraded with a high quality yorkstone street surfacing, continuing the palette used throughout James Grigor Square. Similarly, Hulme Street to the south will benefit from trees and planting to add colour and scale.
- 3.51. An opportunity for seating has been incorporated, providing flexible spill out dining and leisure activities for the ground floor units at both 10a and 10b.
- 3.52. A servicing yard to the east of the building is functional, and is intended to ensure pedestrian space along the main pedestrian routes at Hulme and River street. Vehicular access is managed through a series of bollards.
- 3.53. Throughout, trees are planted along pedestrian thoroughfares, with 11 in total. Permeable surfaces have been incorporated into the landscaping proposals to enable drainage through sustainable drainage.
- 3.54. The 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. The design aims to minimise footpath clutter by co-locating the street furniture and planting, thus creating spaces for people to sit and dwell. The proposals intend to co-ordinate with the materials used with the neighbouring built schemes.
- 3.55. An interim position is proposed on the adjacent Plot 10b site, prior to it commencing construction. The area will be laid with a lawn that is proposed with species rich wildflower, until construction commences at 10b.
- 3.56. The landscaping design is discussed in more detail in the accompanying design and access report, prepared by Plan-it.

Waste and Servicing

- 3.57. A service yard area is provided between Plots 10a and 10b with a new access route for service vehicles from Hulme Street. In this area, the highway will be defined by low kerbs over which the vehicles can overrun. The service yard will be delivered in full once the Plot 10b proposals are brought forward. In the interim period, Vectos have confirmed that the service yard has been designed to still be able to accommodate service vehicles reversing into the service yard.
- 3.58. 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. Pedestrians will be encouraged to use First Street and Willmott Street the selected landscaping treatments, including the tree-lined First Street denoting a clear pedestrian walkway.
- 3.59. The Proposed Development incorporates an internal servicing bay which provides direct access to the bin stores and goods lift. The Amazon parcel 'Bring Me' lockers have also been located adjacent to the service yard at ground floor and will have a dedicated drop-off point within the service yard.



- 3.60. The refuse store has been sized to accommodate 19 no. 1100l eurobins plus 5 no. 240l bins for green waste and additional 4 no. 240l bins are provided for the ground floor cafe space. It is expected the refuse bins will be split into the following uses
- 6x General Refuse – 1100l
 - 10x Paper / Card – 1100l
 - 3x Plastic / Metal / Glass – 1100l
 - 5x Organic Waste – 240l
- 3.61. The waste provision forecast has been based on BS5906:2005 for offices and hotels and will be a daily private collection, as is the case around First Street.
- 3.62. 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.

Accessibility

- 3.63. 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 time have given due regard to Equality Act, Building Regulations and MCC's Design for Access 2.
- 3.64. In terms of the office building:
- Level access is provided at ground floor level with a pass door suitable for inclusive access.
 - All cores include lift access, disabled refuges and accessible WCs at each floor, to meet the requirements of Part M.
- 3.65. 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

- 3.66. The Site will benefit from cycle parking facilities that encourage active travel. A total of 204 double stacked cycle spaces will be provided at ground floor level, as well as showers and changing facilities.
- 3.67. Further details of the accessibility of the office building can be found within the Design and Access Statement prepared by Jon Matthews Architects.

4. Development Plan and Material Considerations

- 4.1. 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.
- 4.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:
- 4.3. *“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”.*
- 4.4. 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

- 4.5. 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)

- 4.6. 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)

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

Material Considerations

Local Supplementary Planning Documents and Guidance

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

- 4.8. 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, 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.

- 4.9. 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

- 4.10. 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.
- 4.11. 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.
- 4.12. 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 (2015)

- 4.13. 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.
- 4.14. 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.
- 4.15. 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)

- 4.16. 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.
- 4.17. 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.
- 4.18. 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.
- 4.19. 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)

- 4.20. 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.
- 4.21. 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.
- 4.22. 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)

- 4.23. 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.
- 4.24. 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 will then be appointed to undertake an independent examination of the plan. It is expected that the plan will be adopted by the local authorities in summer 2023.
- 4.25. Whilst the plan has not been adopted, as it has been subject to examination, matters against which objections have not been raised do carry some weight in the determination of planning applications.

National Planning Policy and Guidance

National Planning Policy Framework

- 4.26. The NPPF (revised version published July 2021), sets out the government's planning policies for England and how these are expected to be applied.
- 4.27. 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.
- 4.28. 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

- 4.29. 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.
- 4.30. 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 37

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.

- 4.31. The NPPG references pre-application discussions, DAS and Design Reviews as some of the methods that can be used to achieve good design.
- 4.32. 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

- 4.33. 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.

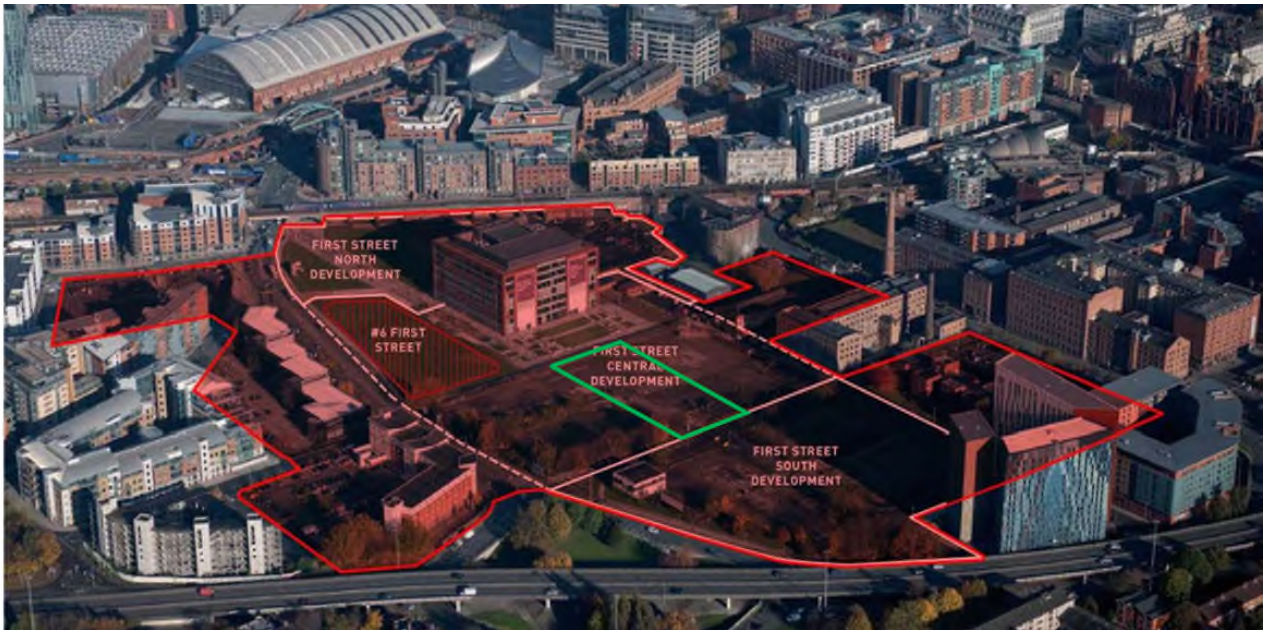
Other Material Considerations

- 4.34. 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.
- 4.35. 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)

- 4.36. A Strategic Development Framework (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.
- 4.37. 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.
- 4.38. 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 4.3: Approximate Location of the Site (Highlighted in Green) within the First Street SRF Boundary (Red)



- 4.39. 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.
- 4.40. 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.
- 4.41. 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.
- 4.42. 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)

- 4.43. 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.
- 4.44. 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

5. Consideration of Proposed Development

- 5.1. 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 are found within Section 6.

Principle of Development

Relevant policies, material considerations and guidance:

- **Planning Policy:**
 - Core Strategy Policy SP1 – Spatial Principles
 - Core Strategy Policy EC1 – Employment and Economic Growth in Manchester
 - Core Strategy Policy EC3 – The Regional Centre
 - Core Strategy Policy CC1 – Primary Economic Development Focus: City Centre and Fringe
 -
 - Core Strategy Policy CC7 – Mixed Use Development
 - Core Strategy Policy CC8 – Change and Renewal
 - Core Strategy Policy CC10 – Places for Everyone
 - 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 Development Framework – First Street Central
 - NPPF Section 6 (Paragraphs 81 to 83)

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- 5.2. A key spatial planning principle within the development plan is the emphasises 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, new developments should seek to maximise the city's sustainable transport infrastructure. The development plan puts employment as the forefront role of the city centre, to drive sustainable economic growth and enhanced productivity.
- 5.3. 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.
- 5.4. 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 development that will make a positive contribution to growth of the City Centre and the Regional economy.
- 5.5. The Proposed Development makes efficient use of land. Specifically, Policy CC7 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 and glazed facades will positively contribute to the vibrancy of the surrounding public spaces, including those proposed as part of the Proposed Development.
- 5.6. The Proposed Development is anticipated to generate 155 full-time equivalent (FTE) jobs during the construction phase, contributing c.£14.5 GVA to the economy. Once operational, the Proposed Development is anticipated to support 1,025 FTE jobs and contribute c.£78.8m 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.

- 5.7. There is continued demand for Grade A office floorspace within Manchester City Centre, as outlined in Section 4 of this Statement. The Proposed Development has been designed specifically to meet current market demand and contribute to the aspirations set out within First Street Central. It will transform a vacant site and act as a catalyst for further development within the First Street Regeneration area and contribute to the economic success of Manchester.
- 5.8. Furthermore, the Proposed Development directly responds the demand arising from companies increasing their environmental awareness and corporate social responsibility. As set out in Section 3, the Proposed Development is targeting to NABERS 5.5*, one of the most sustainable buildings within Manchester City Centre. This cutting edge level of sustainability will be achieved through a series of interventions, primarily utilising a fabric first approach and incorporating measures to reduce energy consumption and are detailed in more depth below.
- 5.9. In addition to NABERS, the Proposed Development is also targeting WELL Building Standards, BREEAM Outstanding and an EPC A rating. The Proposed Development will include a smart platform for the development that provides a building social media platform and also allows a more efficient management of some of the building and contributes to energy saving through integrated building intelligence and further enhancing to the sustainability credentials of the building.
- 5.10. The Proposed Development also provides an enhanced amenity offer for future occupiers, as detailed in Section 3. The amenity includes a cycle hub and fitness suite, winter gardens on every level, a terrace on level 11 for the occupier of that floor, and a large terrace on level 12 for all occupiers of the building.
- 5.11. For these reasons, the Proposed Development will make a positive contribution towards building a strong economy. The Proposed Development will provide flexible Grade A office accommodation, which will be attractive to a range of occupiers within key growth sectors, thus making a contribution to the economic success of the City.

Layout, 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 Development Framework – First Street Central
 - NPPF Chapter 12 – Achieving well-designed places
 - National Planning Practice Guidance: Design, Process and Tools

-
- 5.12. 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.
- 5.13. The Proposed Development seeks to maximise the efficiency of the site and will make use of an underutilised and strategically well-located brownfield site.
- 5.14. Policy CC 6 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.

- 5.15. 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.
- 5.16. The current proposals have re-orientated the buildings on Plot 10, to create two linear plots split on a north-south axis. The Plot 10a building is 13-storeys tall (circa 90m AOD). The proposals for Plot 10b, to be submitted under a separate planning application, will step down again to equivalent of circa 9-10 commercial office storeys to provide a sensitive transition to the lower scale former mill buildings to the east. 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.
- 5.17. The re-orientated buildings will deliver the important north-south and east-west connections identified in the First Street SDF along River Street, First Street, Hulme Street and Wilmott Street.
- 5.18. The chosen 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'.
- 5.19. 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 Grade A office floorspace that strives to be one of the most sustainable in the City Centre.
- 5.20. 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 SRF – First Street Central
 - NPPF Chapter 11 – Making effective use of land
 - NPPF Chapter 12 – Achieving well-designed places

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- 5.21. The design and appearance of the Proposed Development is discussed in Section 3 of this Statement, and the Design and Access Statement.

- 5.22. 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 forthcoming Plot 10b 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.
- 5.23. The design has also been carefully crafted to ensure that it utilises passive design measures to contribute to a highly-sustainable building, such as through utilising a light-weight pre-cast concrete frame and using passive design to provide solar shading and reduce energy consumption.
- 5.24. 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 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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- 5.25. 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 proposals are designed to the highest quality and will be easy to navigate and accessible by users with mobility, hearing and visual impairments.
- 5.26. 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.
- 5.27. 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.
- 5.28. 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.
- 5.29. No car parking is proposed as part of the development; however, the nearby First Street Q-park located within a 4 minute walk to the Proposed Development provides 26 disabled spaces, and there are 6 on street parking bays located within a 3 minute walk of the Proposed Development 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: Meeting the challenge of climate change, flooding and coastal change (Paragraphs 152 to 173).
 - Manchester Zero Carbon Framework

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- 5.30. The sustainability credentials of Plot 10a have been central to the design from the initial stages. Initial design development was undertaken with full input from Cundall's to ensure a design focussed approach to the Energy Strategy of the building.
- 5.31. In response to MCC's declaration of a Climate Emergency and associated Zero Carbon Strategies, the Applicant's brief is to maximise opportunities to reduce the energy consumption of the building from initial design stages through to occupation. The Proposed Development includes extensive measures to reduce the energy consumption and associated CO₂ emissions of the building at all stages.
- 5.32. Following on from the ambitions within Plot 9a, the Proposed Development will be the second building within the First Street Masterplan to be 'net zero'. It will benefit from a mixed mode heating and cooling system using a mix of natural and mechanical ventilation to create a building with a NABERS rating of 5.5* and targeting a BREEAM 'Outstanding' rating.
- 5.33. The design proposal for Plot 10a is first rate when it comes to embodied energy and its energy in use performance. The client brief is to deliver a building that is best in class for sustainability and tenant wellbeing. The design and performance of the building will be appraised, monitored and refined by using BREEAM and a new scoring system called NABERS which is a sustainability rating system that looks specifically at energy in use. This significantly exceeds policy and will set a new benchmark for energy in operation within the city.
- 5.34. The core strategies applied within Plot 10a to achieve its cutting edge sustainability credentials are:
- The envelope of the new build will be designed to perform significantly better than the Building Regulation standards with low U-values, g-values and low air leakage rates.
 - Analysis has been carried out to optimise the facades so that heat losses are minimised whilst the size and position of openings has been optimised to maximise the use of natural light within each space.
 - The development will be mechanically ventilated throughout the year, making use of heat recovery to reduce the heating demands.
 - Energy efficient services employed in the development include high efficiency LED lighting coupled with occupancy and daylight controls to significantly reduce the lighting energy use.

- Electrical and mechanical systems within the development will be tightly metered and controlled with a full Building Management System (BMS). This will enable energy use to be tracked and opportunities for efficiency improvements to be made.

5.35. These measures will secure the following carbon reduction targets:

- Results from the Energy and Sustainability Statement prepared by Cundall indicate that the Proposed Development is achieving a 23% improvement over the Building Regulations Part L 2021 Target Emission Rate, using the SAP 10 emissions factors. If Plot 10a was assessed using Part L 2010 it would see an improvement of 32.7. This exceeds the Manchester City Council Core Strategy Policy EN 6 target which is 10% improvement on Part L 2010.
- A 23% carbon emissions reduction is achieved through energy efficiency measures ('Be Lean'), using the SAP 10 emissions factors.
- The analysis also found that the use of renewables could reduce CO2 emissions by 9.33% for the development over a conventional HVAC configuration, using the SAP 10 emissions factors.

5.36. The Applicants have targeted a NABERS 5.5 star. In its current form and with the proposed systems and installations, the building's energy consumption suggests that a NABERS 5.5* rating is achievable. Following improvements of power efficiencies and technology during the buildings life cycle, the building should be capable of closing this gap and achieving a NABERS 5.5-star rating.

5.37. Working alongside the qualified BREEAM assessor, the technical design team has reviewed the individual credit criteria and award of credits within the BREEAM assessment in order to optimise the building's BREEAM performance. All credits allocated within this BREEAM assessment will require further technical verification and additional feasibility assessment during the formal Design Stage and Post Construction BREEAM assessment.

5.38. The current BREEAM Design Stage Tracker (presented in the Appendix of the Environmental Standards Strategy) show that the building is expected to perform as follows:

- Indicative building BREEAM score = 83.38% (minimum required for BREEAM 'Outstanding' = 85%)

5.39. This reflects the ambition to target a BREEAM 'Outstanding' Rating and which will be explored further during the detailed design process when more technical information and specifications will be selected.

5.40. An Energy Statement prepared by Cundall and Environmental Standards Statement prepared by Cundall have been submitted in support 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.

5.41. The Proposed Development has also included embedded mitigation measures to ensure resilience to the potential impacts of climate change within the Proposed Development's design. For example, drainage infrastructure has been designed with sufficient allowance to account for climate change and to withstand extreme rainfall events. Such measures would make the Proposed Development resilient to future climate conditions. The Proposed Development has also used passive design measures such as solar shading to reduce overheating and respond to the increasingly extreme climate.

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:**
 - NPFF: Achieving Sustainable Development (Paragraph 8)

Relevant policies, material considerations and guidance:

- o NPPF: Conserving and Enhancing the Historic Environment (Paragraphs 189 to 208)

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- 5.42. 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

- 5.43. A Written Scheme of Investigation for Archaeological Works was prepared Pre-Construct Archaeology (PCA) as part of this application.
- 5.44. 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).
- 5.45. 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.

Built Heritage

- 5.46. There are no listed buildings within the Site. However, there a number of listed buildings within the vicinity of the building, as outlined within Section 2 of this Statement and within the Heritage Statement submitted with the application.
- 5.47. 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.
- 5.48. 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 to assess the impact on heritage assets these can be viewed within Section 4 of the Heritage Statement.
- 5.49. 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*".
- 5.50. 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.
- 5.51. 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.
- 5.52. 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 identified heritage assets.
- 5.53. 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.
- 5.54. 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 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.

- 5.55. 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.
- 5.56. 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."*
- 5.57. 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.
- 5.58. 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.
- 5.59. 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.
- 5.60. The scheme will drive wider societal benefits helping to meet improve the local economy by creating new jobs. 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.
- 5.61. A detailed breakdown of public benefits can be found in Section 7 of this statement.
- 5.62. 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

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- 5.63. The concept for the public realm is to create a series of contemporary and distinctive spaces that draw upon the sites unique location within the city. The external spaces will become both a destination and a stepping-stone to connect the commercial buildings, cultural and leisure uses and existing and future residential areas within the locality.
- 5.64. 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.
- 5.65. 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.

- 5.66. Improving navigation and increasing place-making opportunities will also create a better and safer environment for pedestrians day and night.
- 5.67. The design also seeks to minimise footpath clutter within the public realm by co-locating the street furniture and planting, thus creating spaces for people to sit and dwell, creating an outdoor space for people to enjoy.
- 5.68. Opportunity for sitting and dwelling are provided in the public realm space between this development and the future First Street 10b development. These bespoke seating discs draw people to the destination and allow for flexible spill out dining opportunities as well as a place for people to stop and sit along their journey.
- 5.69. The landscaping design is detailed in full in paragraphs 3.41 onwards. 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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- 5.70. 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.
 - 5.71. 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
 - 5.72. 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.
 - 5.73. 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.
 - 5.74. 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).
 - 5.75. 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.

- 5.76. 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
- 5.77. 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.
- 5.78. 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.
- 5.79. **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
 - LDDC Lawson Criteria
 - Noise Policy Statement for England
 - BRE Daylight and Sunlight Guidance
 - Places for Everyone – Sustainable and Resilient Places (Section 5)

Air Quality

- 5.80. 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.
- 5.81. 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.

- 5.82. No car parking is included within the development proposals, so operational traffic is anticipated to be limited to delivery vehicles and therefore have a negligible impact on air quality. In addition, 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.
- 5.83. The assessment also considered the air quality experienced by the users of the office. It has demonstrated that exposure of future occupants to poor air quality is unlikely.
- 5.84. 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 Reception

- 5.85. GTech Survey Limited has produced a Baseline Television Reception report in support of the application to assess the potential impact of the Proposed Development on local television signal.
- 5.86. Due to the lack of viewers, existing good coverage and the robust nature of the received signal in any theoretical signal shadow area, the Proposed Development is not expected to have any adverse effect upon the reception of Freeview television services
- 5.87. Due to the existing good coverage and robust technical nature of the broadcast radio network with respect to building-generated signal interference, the Proposed Development is not expected to affect the reception of VHF(FM) radio services.
- 5.88. The use of tower cranes and the Proposed Development itself may cause disruption to the reception of digital satellite television services in areas to the immediate north-west of the Site, within c.140m from the base of the Plot 10a proposed building.
- 5.89. At this stage, no pre-emptive action is recommended; however, any reported television interference should be investigated by means of a post-construction reception measurement. The survey can then be compared alongside the baseline survey results and modelling results to determine whether the effect is attributable to the development. It is not considered that the Proposed Development will cause any unacceptable impact regarding television signals

Daylight, Sunlight and Overshadowing⁸

- 5.90. 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.
- 5.91. 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.
- 5.92. 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'.
- 5.93. 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.
- 5.94. 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.

⁸ Note, numbers may not sum 100% due to rounding.

- 5.95. The high density and the City Centre location of the Site and its surroundings do, in Proximity's opinion, justify the flexible application of the BRE Guidance in the daylight and sunlight amenity impact appraisal of the Proposed Development.
- 5.96. 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.
- 5.97. 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).
- 5.98. Further details of the methodology of the assessment can be found in Section 4 of the Daylight, Sunlight and Overshadowing Report.
- 5.99. The assessment considers the impact on the nearest sensitive 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.

Daylight

- 5.100. Of the 1538 windows assessed, c.79% of the windows will continue to achieve BRE's VSC target or come within an acceptable tolerance of it. The remaining c.21% will experience minor to major magnitudes level of change. Of the 842 rooms assessed for NSL, 89% will meet or come within an acceptable tolerance of BRE's target. The remaining 11% would experience a reduction that is noticeable to the occupants to varying degrees and again mostly affecting Macintosh Mills and Plot 11.
- 5.101. These are detailed further within the Daylight, Sunlight and Overshadowing Report prepared by Proximity and summarised for the most impacted receptors as follows:

Macintosh Mill

- BRE Target and/or Acceptable Tolerance: 72 windows (57%) and 42 rooms (54%).
- Windows which do not achieve BRE target or acceptable tolerance: 55 windows (43%)
 - 19 windows (15% of the total) serve single aspect bedrooms, which are considered to be of less sensitivity in multiroom apartments, will experience moderate to major magnitude of change in VSC and reductions in NSL, and will have an overall minor-moderate adverse daylight impact.
 - 5 windows (4% of the total) service dual aspect bedrooms and experience minor to moderate magnitude of change in VSC. The impact is however negligible given that they are all served by other windows that do meet or come within an acceptable tolerance of the BRE target. All 5 of these bedrooms also pass the NSL test. Overall it is considered to have a negligible daylight impact.
 - 20 windows (16% of the total) serve 15 living room/kitchen/diners (LKD) and will experience moderate to major magnitudes of change in VSC and NSL and are considered to be a higher sensitivity receptor. On this basis these are considered to have a major adverse impact.

- 10 windows (8% of the total) serving 5 LKDs that experience moderate to major magnitudes of change are also served by windows achieving the BRE target and have a negligible impact on NSL. These rooms therefore experience a minor-moderate adverse daylight impact.

Chorlton Mill

- BRE Target and Acceptable Tolerance: 183 windows (99%)
- Windows which do not achieve BRE target or Acceptable tolerance: 2 windows (1%)
 - The two windows serve bedrooms and will experience a minor magnitude of change and will have an overall negligible impact.

Plot 11 First Street

- BRE Target and Acceptable Tolerance: 575 windows (79%)
- Windows which do not achieve BRE target or Acceptable tolerance: 157 windows (21%) serving 70 rooms (25%).
 - Of which, 34 rooms (12% of the total) will experience a negligible-minor change daylight amenity.
 - 24 rooms (9% of the total) will experience a minor magnitude of change in daylight amenity.
 - 18 rooms (7%) will experience a moderate change in daylight amenity.
 - 9 rooms (3%) would experience a major change in daylight amenity.

Sunlight on buildings

5.102. Of the 524 rooms assessed for APSH, 485 (93%) would continue to achieve BRE's annual and winter sunlight targets or come within an acceptable tolerance of it. The remaining 7% would experience a reduction that is noticeable to the occupants to varying degrees and again mostly affecting Macintosh Mills.

Macintosh Mill

- BRE Target and Acceptable Tolerance: 23 rooms (38%)
- Rooms which achieve or come within an acceptable tolerance annual sunlight target but not winter sunlight target: 33 (55%) and experience minor to major magnitudes of change in the winter scenario.
 - Of which, 18 (30% of the total) are bedrooms and which will experience minor-moderate adverse sunlight amenity.
 - 14 rooms (23% of the total) are LKDS and will experience major adverse sunlight amenity.
- Rooms which do not achieve or come within an acceptable tolerance of either the annual or winter targets: 4 rooms (6%).
 - Of these, 3 are bedrooms and will have a moderate adverse sunlight amenity.
 - 3 are LKDs and will have a major adverse sunlight amenity.

Chorlton Mill

- BRE Target and Acceptable Tolerance: 86 rooms (99%)
- Rooms which achieve annual sunlight target but not winter sunlight target: 1 (1%) and experience major magnitude of change in the winter scenario.
 - The bedroom will experience major adverse sunlight amenity.

Sunlight on open spaces

5.103. The assessment considers the impact on the sunken gardens forming part of Macintosh Mill and James Grigor Square on River Street.

- 5.104. The impact on the sunken gardens is assessed to be negligible with no reduction of the time in sun for this area.
- 5.105. James Grigor Square will continue to achieve in excess of target time in sun post-development and so the effect is also considered to be negligible.

Daylight and Sunlight Analysis Discussion

- 5.106. 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.
- 5.107. 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.
- 5.108. 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.
- 5.109. 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.
- 5.110. 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 development proposals experience low levels of daylight and sunlight amenity, below that anticipated within Macintosh Mill as a result of the Proposed Development.
- 5.111. As such, the daylight and sunlight impacts are considered to be acceptable within the context of the City Centre environment and the need to provide high-quality and highly-sustainable office floorspace. 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, and at 13-storeys the Proposed Development is therefore within these indicative height parameters.
- 5.112. Further details can be found within the Daylight, Sunlight and Overshadowing assessment prepared by Proximity.

Privacy and Overlooking

- 5.113. The Proposed Development has been carefully designed to minimise the potential for overlooking into surrounding properties. The closest residential building is currently the Grade II Listed Macintosh Mill which is located across River Street, directly facing the forthcoming Plot 10b. The Proposed Development is sited approximately 47m from Macintosh Mills and therefore significantly in excess of the 20m suggested as a 'norm' for back-to-back properties set out within Manchester's Residential Quality Guidance (RQG). In addition, if the proposals being brought forward for Plot 10b are implemented, any overlooking by Plot 10a will therefore be restricted through new development.

- 5.114. The Proposed Development is also situated 12m from the forthcoming 10b proposals, providing a sizable distance between the two uses and reducing overlooking. The RQG sets out that closer back-to-back distances are appropriate where the users are compatible. In this regard, the Proposed Development has been purposefully designed so that the unoccupied back-of-house elements and stair-core face on towards 10a, further reducing instances of overlooking. It should also be recognised that office uses are typically used during day-time hours and that residential uses are typically more heavily used outside of these hours whilst residents are at university classes.

Noise

- 5.115. A Noise Impact Assessment has been prepared by Cundall in support of this application. This report has assessed how the proposals might impact on surrounding noise levels.
- 5.116. A baseline survey was undertaken to establish the existing environmental noise within the area and is detailed within Section 4 of the Noise Impact Assessment. This baseline survey was then utilised to establish the suitability for the proposed use. It concludes that the with appropriate glazing system the Proposed Development will experience a suitable acoustic environment and in accordance with British Council for Office (BCO) guidance. This would be further refined at detailed design stage and confirmed with additional modelling once exact glazing and fabric specifications are known.
- 5.117. An assessment of external plant noise limits was also undertaken and which has established that the nearest noise-sensitive receptor is currently Macintosh Mill. It sets out recommended plant noise limits. These will be considered at a detailed design stage and appropriate plant selected to ensure it does not have an adverse impact on surrounding noise-sensitive receptors – including the forthcoming Plot 10b proposals.
- 5.118. On this basis the proposals are in accordance with the relevant noise policy, material considerations and guidance.

Wind Microclimate

- 5.119. A Wind Microclimate Study 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.
- 5.120. 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.
- 5.121. The assessment sets out that the existing site benefits from a wind microclimate that is suitable for all intended uses.
- 5.122. The introduction of Plot 10a does not significantly alter the existing wind microclimate and all wind conditions are expected to meet safety and comfort thresholds for the intended uses. The assessment has also considered the wind conditions on the proposed roof terrace and level 12 and concludes that they are expected to be suitable for a mixture of long-term and short-term sitting during summer. Where suitable for long-term sitting, these conditions would be suitable for an area with permanent seating that would expect considerable use in summer. In other parts of the year the wind conditions would be appropriate for general amenity space.
- 5.123. Based upon these conclusions the proposals are in accordance with relevant wind policy, material considerations and guidance. Further details of the Wind Microclimate are discussed in Section 7 of this Statement.

Ventilation

- 5.124. A ventilation study has been prepared by Cundall 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.
- 5.125. Mechanical supply and extract ventilation systems will be installed to serve the building. 4 no. roof mounted air handling units (AHU's) will be provided to serve the building via a ductwork distribution system.
- 5.126. The office floors will be served by a mixed mode ventilation system. Manually opening ventilation panels/windows will allow the building to be naturally ventilated when the external weather conditions

permit. The use of natural ventilation will contribute to the highly sustainable features of the building by reducing energy requirements and providing fresh air for occupiers.

- 5.127. Dedicated tenant service risers have been provided around the core, along with associated plant space at roof level. This offers flexibility for future tenants to install supplementary ventilation systems as part of their fit-out. Any future kitchen installed by a tenant will require the provision of noise and odour mitigation treatments.
- 5.128. In addition, local heat recovery ventilation units and dedicated extract fans will be installed throughout the building to serve areas such as the refuse store, plantrooms, cycle store and shower area
- 5.129. 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 assessment produced by Cundall.

Waste Management and Servicing

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy EN19 – Waste
 - **Material Considerations and Guidance:**
 - GD04 Waste Storage and Collection Guidance for New Developments
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- 5.130. 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.
- 5.131. Detailed information on waste and servicing can also be found in paragraphs 3.52 to 3.57, however a summary is provided below.
- 5.132. The refuse store is located on the ground floor with access to the service yard to the south of the building.
- 5.133. Vectos have calculated that nineteen 1,100 litre Eurobins and five 240 litre bins are required to service the Proposed Development's waste requirements. Subsequently, the refuse container provision proposed in the development's refuse store is expected to meet its demand as this provides space for nineteen 1,100 litre Eurobins and a total of five 240 litre bins.
- 5.134. It is expected that waste generated by the office use will be collected via a private regime five times per week.
- 5.135. Vectos have completed MCC's required Waste Proforma and this is included as an Appendix to the Waste and Servicing Strategy.
- 5.136. On this basis the proposals comply with the relevant waste policies, material considerations and guidance.

Servicing

- 5.137. 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.
- 5.138. Servicing and deliveries will be carefully managed to ensure that regular deliveries are coordinated with Plot 10b and wider First Street. It is anticipated that regular deliveries and servicing can be shared trips. In addition, as the Proposed Development 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. The Amazon parcel 'Bring Me' lockers have also been located adjacent to the service yard at ground floor and will

have a dedicated drop-off point within the service yard. All drivers will also be required to ensure they turn the engine off when not in use to minimise any noise and carbon emissions.

- 5.139. All deliveries at the development will be undertaken between the hours of 07:00 and 20:00, in line with MCC guidelines.
- 5.140. 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
 - 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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- 5.141. A Flood Risk Assessment and Drainage Strategy was prepared by Ramboll in support of this application. It 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. As noted above in Section 3, the Site is located within a critical drainage area.

Flood Risk

- 5.142. The majority of the Site is within Flood Zone 1 and has a low probability of flooding from rivers and the sea. A small portion of the north-east corner of the Site is within Flood Zone 2 and has a medium probability of flooding from rivers and the sea. However, hydraulic modelling of the River Medlock indicates the Site would not flood in a 1 in 100 year event, (with climate change taken into consideration), as the Site levels are above the modelled flood levels.
- 5.143. The Site is at a very low risk of flooding from surface water. Given the Site is largely hard standing the e the Proposed Development would not be likely to increase the impermeable area, and a result, the unlikely to increase risk of surface water flooding. To reduce this further, a drainage strategy (set out below) is proposed to reduce runoff discharge to close to a greenfield rate of 5 l/s to satisfy best management practices.
- 5.144. The Proposed Development is at a low risk of groundwater flooding occurring at the surface. The basement/lower ground level could be at risk of groundwater ingress when perched groundwater levels are high. However, assuming appropriate waterproofing is implemented, the risk of groundwater flooding below ground can be managed.
- 5.145. Based upon these factors the proposals are in accordance with policy, material considerations and guidance regarding flood risk.

Drainage

- 5.146. The proposed drainage strategy for the Plot 10a is to install surface water attenuation within a blue roof, small areas of permeable surfacing with collection pipework for drainage that will not infiltrate, SuDS enabled tree pit systems to capture low rainfall events and underground geocellular storage tanks.
- 5.147. Discharge from the Site would be restricted to 5 l/s which represents the existing calculated Q1 brownfield runoff rate with a 50% betterment applied in accordance with local planning policy.
- 5.148. In accordance with Building Regulations 2010 Approved Document H, foul and surface water drainage systems will be kept separate on the application site prior to discharge.

- 5.149. The strategy for Plot 10a would be to construct a separate foul drainage system which would either connect directly into the diverted public sewer system within River street.
- 5.150. The total discharge rate for foul and surface water has been calculated as 21 l/s for the application site. A review of the downstream levels indicates that the 300mm diameter sewer is at a gradient of 1 in 300 therefore would have a capacity of 65 l/s. These results suggest that there is existing capacity in the system for a new connection from Plot 10a.
- 5.151. On this basis, the Proposed Development responds to the requirements of the relevant flood risk and drainage policies, material considerations and guidance.

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
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- 5.152. 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.
- 5.153. 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 provided 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.
- 5.154. 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.
- 5.155. 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.
- 5.156. As part of this, the Proposed Development will include 204 double stacked cycle spaces to encourage sustainable active travel. The Proposed Development will also include shower facilities and changing facilities to further encourage the use of these cycle spaces.

- 5.157. A Travel Plan Coordinator will be appointed and who will promote sustainable transport modes to users of the building, including potential measures such as including information in a new staff welcome pack and opportunities such as cycle-to work scheme.
- 5.158. 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. 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.
- 5.159. 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.
- 5.160. 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)

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- 5.161. 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:
- Diversify land use in First Street, helping to add interest and activity throughout the day and at weekends
 - Diversify land use, adding interest and activity;
 - Glazed facades provide natural surveillance and allow light to emit into the public realm
 - Low levels of areas of concealment around the ground floor layout
 - Active ground floor uses comprising generous staffed lobby and co-working spaces increase the vibrancy of the ground floor and provide an extra level of natural surveillance
 - Access to the building will be controlled by turnstiles and visitors would be required to report to the reception desk before being admitted.
 - Active surveillance to enliven streets, due to well-planned ground floor;
 - Simple footprints do not allow potential concealment;
 - Prominent entrance ways on pedestrian routes for safety;
 - Controlled access throughout internally; and
 - Internal cycle storage for building users.
- 5.162. 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 the building

- 5.163. In this regard the proposals give due regard to community safety and crime prevention in accordance with relevant policy.

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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- 5.164. A Ground Conditions summary letter has been produced by Ramboll to assess the Site. This builds on previous reports prepared for the Site in 2017 and 2020.
- 5.165. The historical use of the Site as a rubber works with the historical plans showing asbestos clad buildings had resulted in the most recent investigation data (Ramboll, 2018), finding that the Made Ground across the entire site is considered likely to be impacted with asbestos at low concentrations.
- 5.166. The investigations also highlighted that there is a buried historical watercourse channel was noted running approximately north-west to south-east through the Site, which is stated to be a tributary of River Medlock.
- 5.167. In addition, the report set out that due to the presence of organic deposits and infilled channels associated with the buried historical watercourse that there is a potential for the generation of ground gases. As such a ground gas risk assessment was undertaken for the Site and was obtained from six rounds of monitoring, as detailed within Contaminated Land Interpretative Report (2020).
- 5.168. In light of the above the report makes the following recommendations:
- There is likely to be a requirement for a piling risk assessment to address any potential increase in risk to the aquifer which the development cause during construction works. Consultation with the Environment Agency should be undertaken to clarify expectations in this regard for this area.
 - A remedial strategy document for the Proposed Development will be required to address all remaining identified contamination issues.
 - Earthworks at the Site are recommended to be undertaken in accordance with an appropriate Material Management Plan (MMP).
- 5.169. 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:

- **Policies:**
 - Core Strategy Policy DM1 – Development Management
 - Core Strategy Policy SP1 – Spatial Principles

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- 5.170. A Project Management Plan (including Construction Phase H&S Plan) has been prepared by BAM in support of this application.
- 5.171. The construction programme for Plot 10a will span a period of approximately 2 and a half years.

- 5.172. 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.
- 5.173. 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.
- 5.174. 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.
- 5.175. A separate Construction Management Plan has been produced for the 10b 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.

Local Labour Agreement

Relevant policies, material considerations and guidance:

- **Policies:**
 - Core Strategy Policy EC1 – Employment Growth and Economic Growth in Manchester
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- 5.176. 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.

Summary

- 5.177. 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 technical reports. The conclusion of that process is that the proposals are in accordance with the Development Plan when taken as a whole and positively address the material planning considerations such that they merit the support of the Local Planning Authority.

6. Tall Building Evaluation

- 6.1. 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.
- 6.2. 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 10a will introduce a taller structure when looking towards the Site from Macintosh Village.

Policy and Guidance

- 6.3. 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.
- 6.4. 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.
- 6.5. 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.
- 6.6. 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

- 6.7. 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.”*
- 6.8. 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.”
- 6.9. 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 tall building are provided in the Design and Access Statements.
- 6.10. 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

- 6.11. The TVIA 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.
- 6.12. 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.
- 6.13. A total of 12 viewpoints have been agreed and were used to assess the visual and townscape impacts, as included within the TVIA.
- 6.14. 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.
- 6.15. 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).

- 6.16. 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 within the TVIA.
- 6.17. Overall, the TVIA identifies negligible neutral to medium adverse effects as a result of the construction phase of development. During the operational phase, it is concluded the effects will range from negligible beneficial to large beneficial. This is due to the high-quality architectural design of the Proposed Development and the sensitive regeneration of an currently underused Site. Once complete the Proposed Development will contribute to a cohesive streetscape and emerging cluster of tall buildings in the Southern Gateway.

Heritage – Viewpoints and Setting

- 6.18. 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.
- 6.19. 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.
- 6.20. 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.
- 6.21. A full 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.
- 6.22. A discussion of the impact of the Proposed Development on heritage assets is detailed within Section 5 of this Statement.
- 6.23. 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, as is discussed in more detail in Section 5.

Impact on the Local Environment

- 6.24. 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).”*
- 6.25. 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.”*
- 6.26. 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:
- **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.

- **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. Macintosh Mill will experience adverse impacts on daylight and sunlight amenity in all development scenarios. Overall, impacts to the other receptors appraised are, overall, considered to be acceptable.
- **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.

6.27. 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

- 6.28. 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"*
- 6.29. 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".
- 6.30. 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.
- 6.31. As set out in Section 3, the Proposed Development has been designed by iconic 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.
- 6.32. Full details of the proposed architectural design are contained in the Design and Access Statements 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.
- 6.33. 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. The height has been positioned such that it has the least impact on nearby and on-site heritage assets, such as Macintosh Mill to the east.
 - **Form and Proportions:** The form of the building has been cut back to reduce the massing at the upper levels of the building, with a simple gridded structure to articulate the building forms and to create a unique, site-specific contextual relationships to the listed buildings and adjacent contextual buildings. A significant 11th and 12th Floor external terrace for tenants occupying this floor generates city scale opportunities in the massing of the building and enhances occupier wellbeing and further increases access to fresh air. The base is articulated with active frontage along River Street and continues as the building turns the corner to face First Street. The crown of the building is articulated by a double order.

- **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 more slender 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. The winter gardens provide a controllable environment with access to natural ventilation and different type of space to increase the well-being of the occupants. The corners are expressed with full height glazing and provide views out.
- **Materiality:** The facade principles are defined by a 1.5m planning grid, floor to floor heights and a 6m wide structural bays. Introduction of 40% glazing and 60% solid creates a strong horizontal order. The order is broken by the introduction of sharp vertical elements creating a regular rhythm with articulation to the base and crown introduced. The proposed cladding is a pre-cast concrete panel system. This helps to reduce the embodied carbon over using a curtain walling system. The aggregate with the warm grey cement is a copper tone. The vertical columns are 600mm wide x 800mm deep and polished. Polishing the panel reveals the aggregate providing a rich texture. The horizontal elements are 3 dimensional, inlaid with a vertical groove pattern and in an acid etched finish. The different finishes will provide a contrast between the horizontal and vertical elements. The horizontal meets the vertical with a shadow gap so the vertical element appears continuous and in the primary plane whilst the horizontal appears slightly disengaged from the vertical.

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

Functional

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

6.36. *"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."*

6.37. 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."*

6.38. 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.

6.39. 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 a double height entrance lobby with co-working spaces.

6.40. 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

- 6.41. 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”.
- 6.42. 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 Cundall and Ridge
 - Environmental Standards Statements prepared by Cundall and Ridge
- 6.43. 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. The building is targeting a committed to a NABERS rating 5.5*. 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

- 6.44. 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”.
- 6.45. The Proposed Development will create a well-designed and inclusive environment, respecting the needs of the buildings users as well the wider community.
- 6.46. 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. This includes providing level access throughout the building (as well as across the public realm), having all cores include lift access, disabled refuges and accessible WCs at each floor, to meet the requirements of Building Regulations Part M.
- 6.47. 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.
- 6.48. 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.

7. Public Benefits

- 7.1. 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.
- 7.2. 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”.
- 7.3. 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

- 7.4. 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.
- 7.5. 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

- 7.6. 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.
- 7.7. 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.
- 7.8. 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.
- 7.9. 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 therefore help to reinvigorate this space to contribute to the area positively and contribute to an animated streetscape across First Street and the surroundings.

- 7.10. The Proposed Development has been designed by a highly experienced design team led by Jon Matthews 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.
- 7.11. 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

- 7.12. The Proposed Development directly supports the Council's 2038 Net Zero Carbon target. The Proposed Development is pushing the boundaries to achieve one of the most sustainable office buildings within Manchester City Centre. This is demonstrated through it targeting NABERS 5.5*, BREEAM 'Outstanding', EPC A Rating, WELL Accreditation and Smartscore, as detailed within Section 5.
- 7.13. 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.
- 7.14. 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:
- 7.15. 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. These will be further enhanced by utilising intelligent building systems which will be installed to reduce energy consumption. Overall, it is anticipated that the proposals will see a 23% reduction of carbon emissions against Building Regulations Part L 2021.
- 7.16. 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 10a by Cundall.
- 7.17. 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.
- 7.18. 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

- 7.19. 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.
- 7.20. 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.
- 7.21. A new, high-quality office development will help to diversify land use within First Street by adding interest and activity through throughout the day, helping to transform this area to become a part of the City Centre where people want to visit. 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 co-working spaces and a large staffed reception, bringing more individuals within these spaces.

Connecting the City

- 7.22. 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.
- 7.23. 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.
- 7.24. The orientation of the Proposed Development allows both Plot 10 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. These streets 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

- 7.25. 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.
- 7.26. The introduction of a new office development 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 SRF 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.
- 7.27. 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.
- 7.28. 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

- 7.29. 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.

Direct Investments, Revenue Generation and Benefits

Construction

- 7.30. 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.
- 7.31. The level of investment proposed has the potential to support an estimated 155 full time equivalent (FTE) jobs per year across the duration of the build. These jobs will generate GVA of £14.5m per annum over the construction period, estimated by applying the average GVA per FTE for the Manchester construction sector.

Operational Phase

- 7.32. 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 1,025 direct FTE jobs. These jobs could generate GVA of £78.8m per annum, estimated by applying the average GVA per FTE for the relevant sectors in Manchester.

Catalytic Benefits

- 7.33. 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.
- 7.34. 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.
- 7.35. 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.
- 7.36. Overall it is considered that the public benefits directly associated with the Proposed Development outweighs the small instances of *less than substantial harm* and is therefore in accordance with the NPPF and the Development Plan when read as a whole.

8. Summary and Conclusions

- 8.1. This Planning and Tall Building Statement has been prepared by Deloitte LLP in support of a Full Planning Application for the redevelopment of Plot 10a, First Street.
- 8.2. 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.
- 8.3. The redevelopment of the Site for an office development fully complies with the national and local development plan policies, and the First Street Strategic Development Framework.
- 8.4. 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.
- 8.5. 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.
- 8.6. 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.
- 8.7. 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.
- 8.8. 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:** 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 155 FTE jobs during the construction phase and a total of 1,025 FTE's once operational.
 - **Contribute to the economic growth of Manchester:** The proposals will deliver a large amount of commercial office floorspace in a highly sustainable location within Manchester City Centre. The proposals include large floorplate, Grade A office accommodation of which there is very limited supply in the city centre. During the construction phase alone, a total of c.£14.5 GVA will be added to the economy and a total of £78.8m during the operational phase.

- **Protecting the natural environment:** The Proposed Development has been designed with sustainability at the forefront, with the office building being 'net-zero', providing a leading example to future developers across Manchester. The improved public realm will include measures of soft landscaping including the introducing 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.
- **Demand:** The wider First Street area has benefitted from high demand and includes large multinational confirmed tenants such as Gazprom and WSP. Expansion of the commercial offer will continue to attract large businesses to Manchester City Centre, and more specifically First Street.
- **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.

- 8.9. 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.
- 8.10. 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.
- 8.11. 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 includes a significant amount of new public realm which will improve the quality of the green and blue infrastructure, and the streetscape; therefore, improving the routes and connectivity to the green infrastructure offer within the wider City Centre. ✓ A number of landscaping and public realm measures incorporated into the proposals will enhance the ecological value of the Site, including: ✓ Shrub planting provision designed to enhance the ecological and aesthetic value of the Site; and ✓ Tree planting, in hard landscape areas including street trees. In total, 11 trees are proposed throughout the public realm: • Tree planting incorporates below ground cellular systems contributing to SUDS and has the benefit of improved long term growth and quicker establishment. • Trees help with shading and cooling, absorbing pollutants and support biodiversity, while also defining routes, framing views and providing continuity from neighbouring schemes • Creation of green lungs at a key gateway to the city in a traffic dominated landscape.
Objectives established to enable the vision to be achieved:	Response:
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth.	✓ The opportunity to deliver this quantum and quality of public realm being proposed has been identified within the First Street SRF. The framework envisions the creation of new high quality open space within 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 permeable paving systems and areas of soft landscape planting that collectively will slow surface water run off through the Site.
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. In particular, it will help individuals to better appreciate one of Manchester's key green asset, Hulme Park, from 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 throughfares and permeable footpaths of First Street. ✓ The redevelopment of the currently underutilised Site will support the creation of a commercial-led mixed-use district. The addition of the new public realm will be accessible to future and existing residents around First Street, nearby residential neighbourhoods and the wider City. ✓ The inclusion of public realm will increase passive surveillance, making a positive contribution to reducing localised crime and increasing safety. ✓ Furthermore, by improving and enhancing the safety and provision of the public realm, members of the community will be more attracted to these spaces and to undertaking sustainable modes of travel, such as walking and cycling, to access other areas of the City. This has the potential to reduce reliance on private car journeys and generate health benefits associated with walking and cycling.
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