

| Application Number | Date of Appln | Committee Date | Ward |
|---------------------------|----------------------|------------------------------|----------------|
| 125573/FO/2019 | 22nd Jan 2020 | 27 th August 2020 | Deansgate Ward |

Proposal Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.

Location Plot 11 First Street Comprising Land Bound By Hulme Street To The North, Wilmott Street To The East, The Unite Parkway Gate Development And Mancunian Way To The South, And Medlock Street To The West, Manchester

Applicant Downing Living (Manchester) Limited Partnership Incorporated, C/o Agent,

Agent Mr John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 30th July 2020 to enable a site visit to take place to allow Members to assess the impact that the proposed development would have on nearby listed buildings.

The image below shows the building footprint and adjacent site context



INTRODUCTION AND BACKGROUND

Co-living is a relatively new concept to Manchester and the UK but is established in India and major American cities such as New York, San Francisco and Los Angeles. It is common in a number of high demand European cities such as Berlin, and interest is beginning to emerge in London and other UK cities.

There is not a standard definition of Co-living but it typically comprises a private living space with an ensuite bathroom with access to shared communal facilities such as kitchens, dining, other facilities and shared amenity space. It can comprise studios and 'cluster-style flats' in which bedrooms can be rented out individually or in groups. Schemes may share some of the characteristics of private rented sector (PRS) schemes, such as shared amenity space with one, two and three bed units. There are also some similarities to short-term serviced apartment provision.

This use does not fall within a use class under the Town and County Planning (Use Classes) 1987 Order (as amended) and is classified as Sui Generis. There are no policies within either the National Planning Policy Framework (2019) or Core Strategy which relate to this type of accommodation. As it is classed as Sui Generis, schemes are not required to conform to the nationally prescribed space standards. Units that do not comply with the space standards would not be acceptable as permanent homes in Manchester and tenure lengths should be restricted.

The Executive endorsed a report in July 2020 on Co-living following a period of consultation. There is no current National or Local Policy guidance in relation to this product and with Co-Living being a relatively new concept in the UK and the market is ahead of policy. Shared living has a flexible tenure and aims to meet the needs of agile workers seeking well managed accommodation with all-inclusive bills with no-strings attached. It seeks to offer privacy alongside a communal environment with social spaces and often an active social programme. It is anticipated that the accommodation would be attractive to those who might otherwise live in house share / house in multiple occupation. It offers shared amenities, typically all-inclusive of bills but with more flexible occupancy terms than a standard residential tenancy.

Co living should add value to existing wider, economic-led, regeneration frameworks, drive employment, create place and support the talent needed to support growth. Co-living developments would require quality design and space standards, except where there is a compelling justification for an alternative approach. At the current time these opportunities are considered to be limited to within the application site, St Johns (Enterprise City) and Piccadilly Basin / Northern Quarter.

Permission was granted in 2016 ((111170) on the application site for the erection of 624 apartments' in a part 8, part 10, part 23 and part 26 storey development. It included a podium garden, ground floor commercial units for Class A1, A2, A3, A4, B1, D1 (crèche/day nursery and/or doctor's surgery) and D2 (gym use) with servicing, parking and public realm.

DESCRIPTION OF SITE



The site measures 1.2ha and is bounded by Hulme Street, Wilmott Street, the Parkway Gate student accommodation, Mancunian Way and Medlock Street. It is within part of the City Centre known as First Street which has been a regeneration priority for over a decade. A gas main divides the site along Newcastle Street. There is also a gas main around the northern and western perimeter which has an easement and exclusion zone.

First Street has been transformed over the past decade by developments including Home, Grade A, BREEAM Excellent offices at No.1 and No.8 First Street, the Inside Hotel, Serviced Accommodation a Multi Storey Car Park and high quality public realm. Planning permission has been granted for a 37,000 sq. m office building on Plot 9 and construction is expected to commence this summer. Once completed, First Street is expected to support 10,000 jobs.

The site is mainly hard-standing with some landscaping on the west and south edges. The area on the east has some vegetation which has naturally regenerated following site clearance. There are around 26 trees with many in small groups.

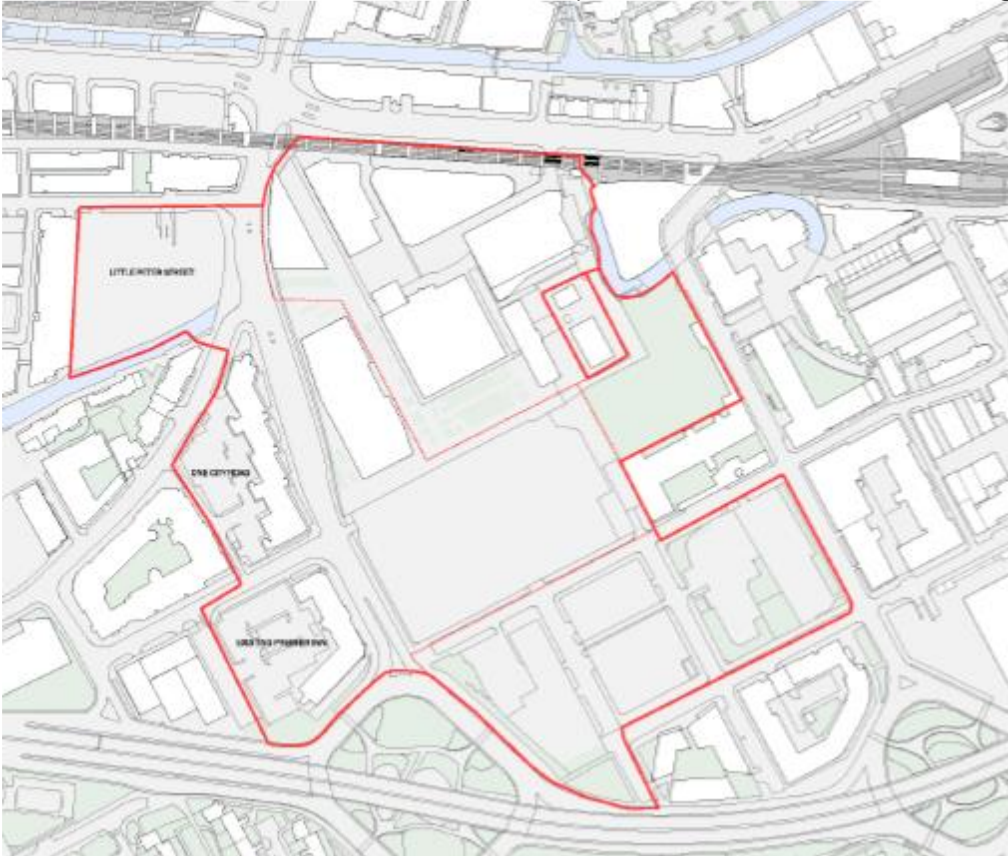
The south of the site is dominated by the Mancunian Way and PBSA which ranges from 8 to 18 storeys. A Premier Inn and 1 City Road are on the opposite side of Medlock Street, beyond which is Great Jackson Street where large scale residential schemes are progressing. To the immediate north and north east are cleared sites identified for office development that are used as car parking.

The site is close to Oxford Road and Deansgate Station's and the Deansgate/ Castlefield Metrolink stop. There are high-frequency bus routes on Cambridge Street, Medlock Street, Oxford Road and Whitworth Street West.

Circle Square, The Civic Quarter, Knott Mill /Whitworth Street West, Great Jackson Street, and Hulme are nearby. Despite significant investment, First Street still feels disconnected from the City Centre Core and further development is required. There has been significant residential growth in the southern part of the City Centre and First Street has a crucial role to play in continuing the growth and expansion of the City Centre.

There are a number of listed buildings close to the site including Mackintosh Mill and Cambridge Mill which are Grade II listed former Mills now in residential and office uses.

The site is in Flood Risk Zone 1 (low risk) and is within a critical drainage area.



First Street SRF Area 2020

DESCRIPTION OF PROPOSALS



The application proposes the erection of four buildings ranging from 10 to 45 storeys linked by areas of public realm and private amenity space. 2 of the buildings would sit on a podium. The gas main on Newcastle Street has informed the layout and

distribution of the buildings. Block A would be 10 storeys at the corner of Hulme Street and Wilmott Street and step up to 18 storeys and then 22 storeys along Hulme Street. (70.6m high). Block B would step from 18 storeys to 22 storeys and then to 26 at the corner of Chester Street and Wilmott Street (82.3m high). Block C would be 17 storeys fronting Mancunian Way and step down to 13 and then 10 storeys into the heart of the site (52.3m high). Block D would be a 45 storey tower (138.9m high)



The development would contain 1349 units with 609 apartments (284 one bed, 112 two bed, 89 three bed, 46 four bed, 78 five bed) and 875 studios. The studios would include 30 super, 23 deluxe, 240 premium, 309 standard and 273 compact units (2224 bed spaces total). Communal amenity facilities would include a cinema for a maximum of 15 people, co-working space, health and well-being facilities, café, a communal kitchen and dining area and a resident's lounge. The development would be run as a single operation but each building would have a separate entrance with a reception & management offices.

Blocks A&B would contain a café, double height health and wellbeing space, bike store, plant, bin store, substation, laundry and management suite; Ground and First floor shared amenity areas (lounge/ kitchen/ dining) (5,562 sq.m and external private terrace and garden areas (2,470m²).

Block C would have amenity space, bike store, plant, substation, bin store and management suite; Ground and First floor shared amenity areas (1,157 sq.m) (lounge/ kitchen/ dining).

Block D would have a bike store, plant, substation, car park, management suite and bin store; first floor and 'sky lounge' (44th floor) amenity areas (lounge/ kitchen/ dining) (3,146 (GEA) sq.m) and external first floor and external private terrace and garden areas (1636m²).

The applicants consider that shared amenity space in centralised zones would encourage more social interaction than space on individual floors. It would also interact with the external green spaces.

For the purposes of this Report a 'unit' is a room within an apartment and a 'studio' is a self-contained single occupancy unit. Just over 10% (149 units) of the shared-living rooms / studios would be fully accessible or adaptable. The proposed wide range of accommodation types would provide a range of options that people could move around in according to their current life circumstances.

All accommodation would be fully furnished and bills would be with all-inclusive and cover rent, resident relations, concierge, superfast internet, all utilities and taxes, daily events and gym membership in one monthly payment' Unlike mainstream residential accommodation, large deposits would not be required. All residents would have access to the communal facilities and external amenity spaces and have a private bathroom and cooking facilities within their own accommodation.

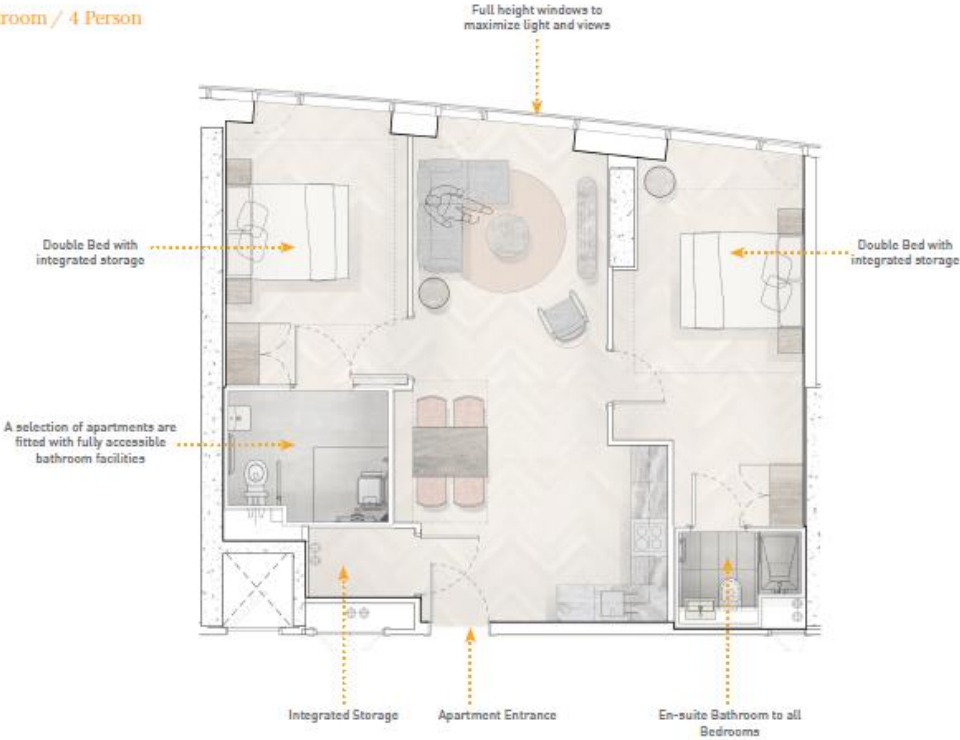
The applicants have stated that Co-living accommodation aims to provide accommodation at a lower price point than more established models such as Private Rental Sector (PRS). The rent for around a quarter of the units would equate to median salary figures for those who obtained first degree qualifications and entered full-time paid work. The price point would be accessible to a range of incomes and deliver cost-effective living options which could be attractive to key workers. The all-inclusive bills should represent a saving over comparable rental accommodation. The reduction or removal of travel costs due to the accessible city centre location should further reduce overall outgoings.

1349 bedspaces would be in accommodation which would comply with the closest applicable National Described Space Standards and Manchester Space Standards. 396 apartments/508 bedspaces would be a mix of 1 and 2 bedroom units some with ensuite bathrooms. 213 apartments/841 bedspaces would be 3 to 5 bed units each with en-suite rooms and shared lounge spaces and kitchens.

1 and 2 bed apartments

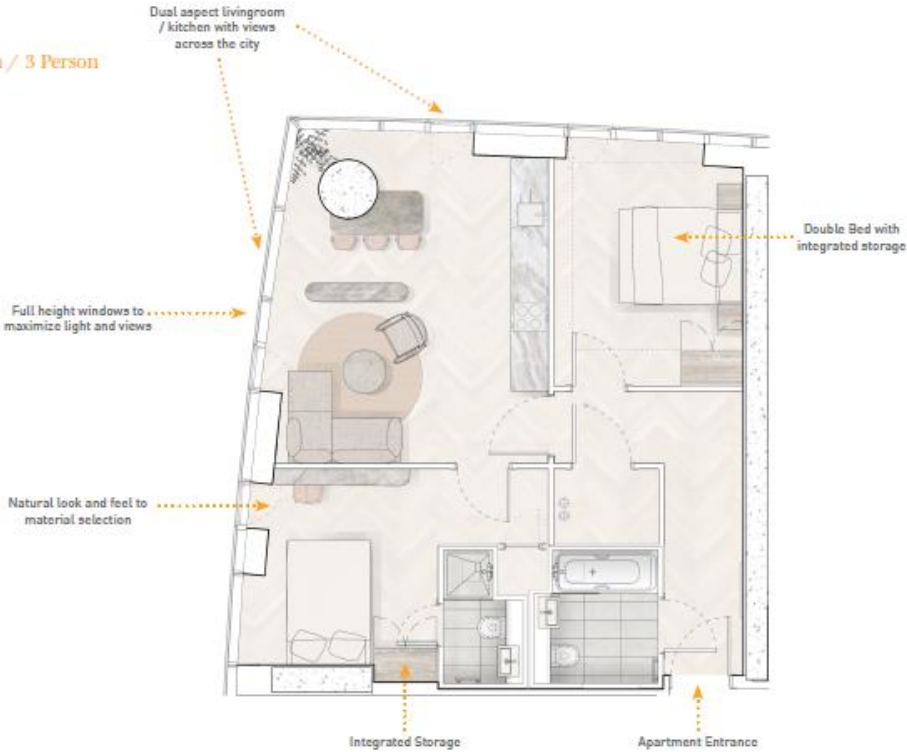
APARTMENT - 2 Bedroom / 4 Person

- 76 bedrooms
3.4% of the overall offer
- GIA - min. 70m²



APARTMENT - 2 Bedroom / 3 Person

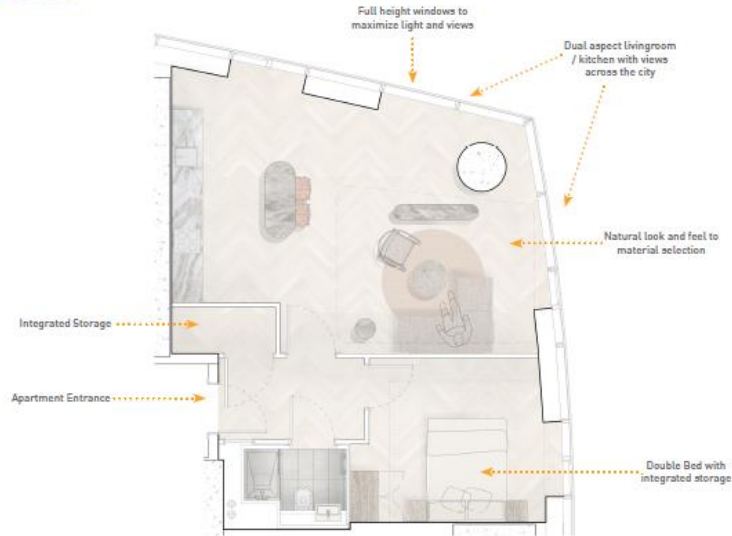
- 148 bedrooms
6.7% of the overall offer
- GIA - min. 61m²



APARTMENTS - 1 Bedroom / 2 Person

- 2 bedrooms

- GIA - min. 50m²



APARTMENTS - 1 Bedroom / 1 Person

- 282 bedrooms

12.7% of the overall offer

- GIA - min. 37m²

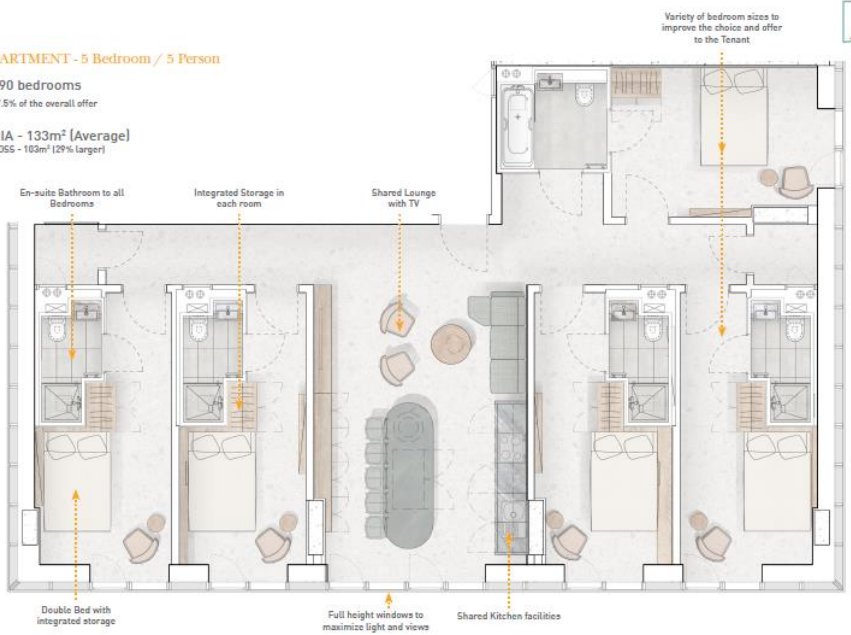


APARTMENT - 5 Bedroom / 5 Person

- 390 bedrooms

17.5% of the overall offer

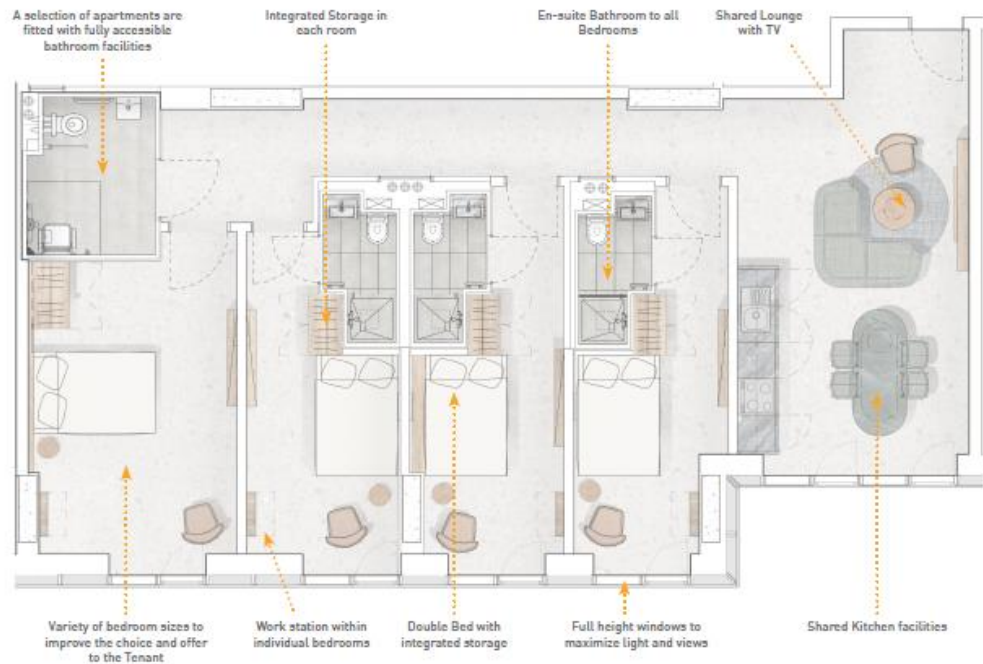
- GIA - 133m² (Average)
NDS - 103m² (29% larger)



APARTMENT - 4 Bedroom / 4 Person

- 184 bedrooms
8.3% of the overall offer

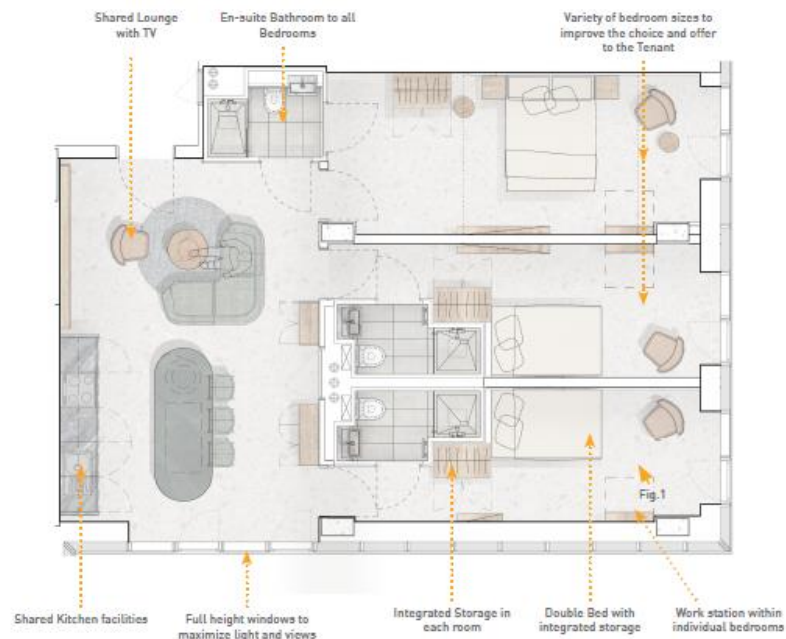
- GIA - 113m² (Average)
NDS5 - 90m² (26% larger)



APARTMENT - 3 Bedroom / 3 Person

- 267 bedrooms
12% of the overall offer

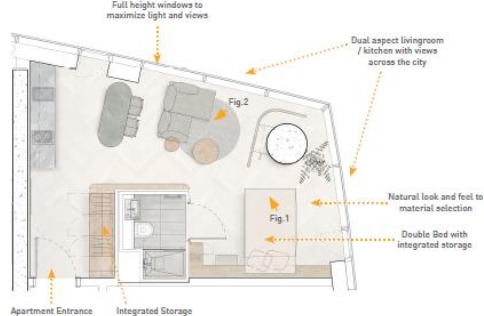
- GIA - 87m² (Average)
NDS5 - 74m² (17% larger)



There would be 875 studio units for single occupation and would range from a smaller compact studio through to a larger deluxe version. They would be sized as follows: 30 Super deluxe (30sqm); 23 delux (25-30 sqm); 240 premium (22-24sqm), 309 standard (20-21sqm); and 273 compact (18-19sqm). On the basis that the studios do not comply with approved space standards, they would not be acceptable as permanent homes and the applicant accepts that the length of tenure would be restricted to 6 months.

This type of accommodation could meet demand for shorter term lettings from those on short term fixed contracts, employers looking to house employees or contractors

for short periods, people who want a space during the working week, or visiting academics and researchers. It may also provide an entry level into independent living, supported by extensive shared amenity space.



Super deluxe

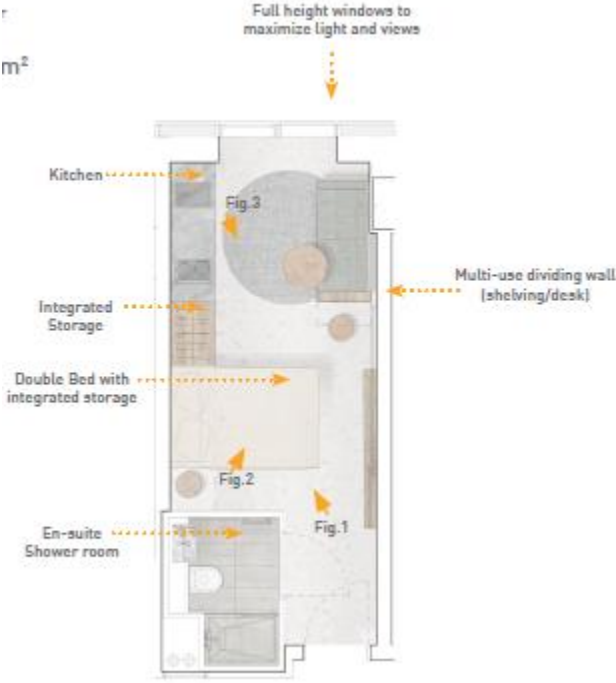


Fig. 1 - View from Studio Entrance



Fig. 2 - View towards the living zone

Compact studio

The applicant states that the studio units are a distinctive and innovative product, which are not directly accounted for in the Nationally Described Space Standards and Manchester Space Standard. Each apartment would have an ensuite bathroom, unlike some Private Rental Sector (PRS) with similar space /occupancy ratio's. Occupants of the studios would have access to 4,597 sq.m of internal amenity space and the outdoor amenity space. Not all studios would be rented out at one time, nor would all residents be utilising the amenity space at the same time. Therefore the actual internal amenity space per unit should be greater.

Should demand not meet expectations for what is a new product, or market conditions change, the scheme could be adapted to a traditional apartment layout.

An operational management strategy sets out how the accommodation would be managed. This is based on the high living standards and quality services demanded by co-living customers and would help to create a community, a safe environment and high standard of customer service.

There would be a dedicated on-site security service at all times. A management team, with the Resident Relations Team, would be on site from early morning to mid-afternoon, and the General Management Team from then to later at night. The General Manager would seek to create an inclusive communal atmosphere by arranging events such as cooking classes, health & wellbeing classes, film and 'event TV' nights, motivational talks, quizzes, etc.

The Resident Relations Team would be a first point of contact and would be involved in events, security and prevention of any anti-social behaviour. They would deal with deliveries and collections which are an important aspect of modern-day living.



The proposal includes 0.52 hectares of public realm with the 4 blocks set around a central green space. This would include a 6335sqm of publically accessible external landscaped areas including a 3135sqm central public square which would provide amenity space for residents and the wider area. This compares to 3540 of publically accessible external landscaped areas and a significantly smaller 316sqm public square within the previously approved residential development.

The public realm would be at grade on Medlock Street and two storeys at Wilmott Street and include 144 trees (26 trees would be removed so net gain of 118). The podium would include a café / restaurant, health and wellbeing centre or gym for residents and the public with entrances to blocks A and B from Newcastle Street and Wilmott Street. The main entrance to Block D would be on Hulme Street and Block C on Newcastle Street. The public realm would encourage permeability across the site, and would link into a crossing under the elevated section of Mancunian Way to Hulme.



The landscaping on the first floor podium would provide private amenity space for residents with access to a series of interconnected outdoor spaces at different levels. It would include a communal events space, outdoor cinema, eating and socialising, growing areas and intimate quiet gardens and should encourage residents to interact. Each podium would have a dedicated enclosed dog park.

Street tree planting is also proposed on Hulme Street, Wilmot Street and Chester Street (33 trees). Pavement widths around the site would be altered as follows: Hulme Street from 1.9 – 3.4m to 2.5m; Wilmott Street: from 3m to 3.2m; .Chester Street from 5.5m to 4.4m; and, Newcastle Street from 2.5m to 9.5m

The podium facades would comprise bricks and glazed terracotta and would contrast with the buildings above. The building facades would be a mix of unitised glazed curtain walling with ceramic fritting and anodized metal panels would provide ventilation. The podium to Chester St, Wilmott St and Hulme St would have green glazed brick and glazed terracotta with glazed insets, colour matched metal vent panels and doors. There would be blue engineering brick at the ground floor of building C. On the west facade of building D, the frit colour is dark blue grey and the metal vent panels are darker in colour.

The design has considered embodied and operational carbon emissions. Embodied carbon would be minimised by benchmarking tools over the lifetime of the building and the detailed design and construction process would consider the whole life carbon of all building elements including construction waste. The construction, design and specification would be inherently efficient and cost-effective during occupation to reduce operational carbon. There would be PV cells on all external roof areas;

combined heat and power units are included to allow connect in the Civic Quarter Heat Network (which the applicants are in the process of pursuing with the Heat Network operator) and would supply low carbon energy for hot water for the majority of the apartments; and high efficiency heat pumps will supply space heating for all non-domestic areas (café, gym, amenity) zones within the scheme.

Residents would sort waste in their apartments. Waste chute on each floor would have a colour coded tripartite separator. Bin capacity, cleanliness and transfer between stores and collection points would be managed by the on-site management team.

The commercial units would store waste in their demise and take it to a separate refuse store and it would be collected by a commercial operator. The refuse store would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00' with 0.43sqm of space per apartment.

There would be 22 parking spaces (3 in blocks A& B and 19 within Block D) all suitable for disabled people, all with electrical charging points, 2 new on-street car club spaces along Hulme Street and 3 disabled parking spaces on Wilmot Street are also proposed.

There would be 600 cycle spaces. Cycle parking would be in secure locations in the ground floor of each block. Further space would be reserved for additional provision, by up to 30% / 150 spaces, should there be demand. Pedestrian and cycle access would be provided from Hulme Street, Wilmott Street and Chester Street. The route through the public realm on Newcastle Street would become a cycle route linking in with other cycling infrastructure improvements.

Sheffield stands would be provide short-stay provision in the public realm and the number and location be agreed and secured through a condition.

Access for servicing, deliveries and waste collection would be from the dedicated lay-bys on Hulme Street, Wilmott Street and Newcastle Street. Access to plant rooms and substations would be from these same routes. An area of hard landscaping with soft vegetation would allow vehicles to access the plant room doors. Vehicular access would be provided from Hulme Street, Wilmott Street and Chester Street. Arrivals and departures would be staggered throughout the day and across days or weeks, as part of the Management Strategy.

The applicants hope to develop the scheme as a single phase subject to funding. However, the scheme could be built in two or three phases. Blocks A and B would need to be built together as one phase given that they are connected via a podium. Interim treatments to the undeveloped plots would comprise levelling and grading to provide a broadly even gradient across the future phases and surfacing them with 150mm imported topsoil sown with hardwearing grass seed mix. The final agreement of phasing and timing of any interim treatments could be agreed through a condition. The temporary grassed areas would be beyond the construction hoarding line and enclosed by a low timber knee rail to prevent unwanted vehicle access.



In support of the application the applicants have stated the following:

- The proposal would deliver purpose built, high quality accommodation that is affordable and innovates and professionalises the concept of shared living.
- The proposals would meet a growing demand for flexible and experience led living at an accessible price-point. This is being driven by societal and demographic trends: - People have longer life expectancies and this has resulted in many people marrying, having families and purchasing properties later, and as a result tending to live in rental accommodation for longer.
- The growth of urban living in Manchester has been fuelled by its economic growth and the success of its higher education institutions. It avoids long commutes and congestion and provides lifestyle choices with access to a wide range of entertainment, leisure and cultural facilities amongst like-minded people. There has been a shift in emphasis towards experiences for many young people, reflective of a more general trend away from straightforward ownership and the rise of the shared economy.
- Shared living as a concept, and the drivers behind it, is not new, being often seen as the most affordable route for young adults to leave the parental home, and sharing the experience with friends and/or like-minded individuals, as well as for people new to a city.
- This accommodation is not considered as a permanent 'forever home' with all the financial and emotional commitments that entails, but is for a particular phase of a life. It is usually more attractive to younger people, but not always – e.g. relationship splits. However, traditionally, it has taken the form of shared

housing in the suburbs. This housing was not originally built for that purpose, and is not designed for shared living. As a consequence, it is often not truly fit for purpose. In addition, there are many apartments in the City Centre which have been designed and built on the basis of a 'for sale' product which have subsequently been acquired by individual investors and now effectively form part of the Private Rented Sector.

- People often share these apartments in order to achieve a more affordable rent per person. As a more traditional form of apartment offer, they do not have shared amenities or management platforms that will allow a sense of community within buildings to develop and thrive, nor from a design point of view in many cases, do they provide the equitable layouts (e.g. in respect of bedroom sizes) that are required to drive a first class experience for all residents.
- Downing Living will professionalise the concept into convenient, affordable, purpose-built city centre living with proposals that will offer an alternative product, specifically designed to address the challenges associated with traditional forms of shared living as well as the main determining factors in relation to where people want to live.
- Downing's proposal at First Street have been carefully considered in relation to envisaged market demand. The apartments will be targeted at medium and longer term tenancies whilst the studios are envisaged to meet demand for shorter term tenancies of between one and 12 months.
- The Proposed Development has been designed to respond to changing demographics and growth sectors within Manchester and to provide increased diversity to the City Centre housing stock. At the heart of co-living is the creation of a vibrant community with a wide range of people which will contribute to the mix of communities in the local area.
- The 2,224 bedspace development would considerably boost accommodation targeted at the city's young and skilled workforce, including graduate recruitment.
- Shared living with amenity is an evolution of the new high quality student accommodation which has raised expectations of many recent graduates for a housing product which combines student type and private rental accommodation.
- It is envisaged that the 2,224 working age residents would mainly work within the city centre. It is estimated that around £1.8m of council tax income would be generated from the development every year, totalling 18.3m over ten years. This is based on an estimate of known council tax bands but the final contribution would be discussed as a matter of course with MCC.
- Residents would support the local economy benefiting local businesses and supporting jobs. Based on the Office for National Statistics Family Spending

Survey, £29 million is estimated to be spent by residents each year, with the potential to support an additional 175 Full Time Equivalent (FTE) jobs.

- The proposal would support the growth of the commercial and employment offer within First Street and the Corridor in the context of the investment by the institutions in research, innovation, commercialisation, skills, academic excellence and incubation facilities.
- The major benefits to the Manchester economy of the Downing co-living offer is the transitioning of a new young workforce in the medium term to the established workforce and city living. It is assumed that 60% of tenants would become long term residents in the city, finding other residences and staying for an average of five years, many moving to other parts of the city centre, while another large group will take up accommodation close to the city in Salford, Trafford and Stockport.

This planning application has been supported by the following information:

Accommodation Schedule and Proposed Plans, Sections and Elevations; Computer Generated Visualisations; Statement of Community Consultation; Design and Access Statement; Arboriculture Report; Blue and Green Infrastructure Statement (included in Planning Statement); Crime Impact Statement – prepared by Greater Manchester Police; Ecological Assessment/ Habitat Survey; Environmental Standards Statement; Heritage Statement; Local Labour Agreement; Residential Management Strategy; Servicing Strategy; Site Waste Management Strategy; Transport Assessment; Framework Travel Plan; TV Reception; Ventilation Strategy; Viability Assessment.

Environmental Statement with the following Chapters: Introductory Chapters; Construction Management; Air Quality; Daylight and Sunlight; Noise and Vibration; Ground Conditions; Water Resources; Wind Microclimate; Townscape and Visual impact Assessment; Traffic and Transport; Type 1 Cumulative Impact; Summary of Residual Impacts; Non-technical Summary

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest

CONSULTATIONS

Publicity – Adjacent occupiers have been notified and the proposals have been advertised in the local press as a major development, a public interest development, affecting a right of way, accompanied by an Environmental Impact Assessment. This included a second notification due to changes to the mix of accommodation types being proposed.

15 letters of objection have been received including a letter from the Macintosh Mills Management Company, representing the 102 members and Macintosh Village Management Company representing 178 members who each own an apartment or house in the properties immediately affected.

Whilst a number of the objectors (3) support the principle of the development of this site, objections have been raised in relation to: Design and Scale; Impacts on Amenity and living conditions of adjacent residents; and Impacts on Service Provision levels. The basis of these objections is summarised below:

Design and scale

- The height is utterly ridiculous in such a small area and exemplify capitalist greed compared with other blocks in the area. Manchester is not Shanghai;
- Poor street level interaction. Solid walls up to 3.5m high make up the Medlock Street ground floor aspect. The aspect to the north and the wider First Street area is made up of solid walls up to 9.5m high. The proposal makes little effort to contribute to the street or to animate the wider area. A car park and plant would face Medlock St, one of the busiest thoroughfares in the city. If the council are serious about softening barriers to pedestrian movement between the city centre and Hulme, this development should open up onto this street and provide active surveillance. Plant rooms and substations along Chester Street and Wilmott Street should be re-thought, this also does not align with the 2015 First St Regeneration Framework which targeted active frontage along these streets.
- The current design with elevated walls facing residents is inappropriate;
- The openings to the welcomed green space are from adjacent to an extremely busy roundabout rather than having better visual linkages to adjacent residential buildings and the scheme should be redesigned accordingly even if this means more towers;
- The development would swamp the area and designs should benefit and complement the area;
- The scale of the proposed scheme has increased significantly in relation to previously approved development and would therefore have significantly more impact on existing local residents as a result;
- The scale and massing has complete disregard to the heritage value of adjacent buildings and would have an adverse impact on the historical and cultural value of Macintosh Village;
- The monotonous cladding system makes this proposal look monstrous. It will create a huge glass wall dividing Hulme and the city centre. A bit more variety is required if we are to create an interesting cityscape. This proposal makes no effort to address the listed mill structures across Cambridge Street;
- Car parking is not required in such a sustainable location and any should be underground and not face one of the city's key thoroughfares;

- This is a poorly-designed and feels like a step back ten years, for both Manchester and Simpson-Haugh. This development sets a terrible precedent for the City. Let's create something fitting for this key gateway site;
- The height of the towers result in significant overshadowing of the wider First Street area. The excessive height and bulk of the development is incongruent to the existing residential areas and out of character with the scale of the existing First Street developments;
- The provision of green space is far too small given the large population of the proposal. Little green space is publically accessible;
- The proposal has little or no architectural merit and will be a blot on the landscape.
- The skyline of Manchester is being ruined. These glass buildings do not stand the test of time and do not enhance the city which has many beautiful old buildings. They will eventually become the new slums of Manchester. There are many new buildings in and around Manchester that enhance the city such as those in New Islington, Salford Quays and Stretford Road which are a mixture of building materials. We should be trying to build a city that is appealing to visitors as well as a pleasant environment for the people of Manchester to enjoy as we will be here long after the students have gone.
- Recent architecture and engineering graduates should be given the opportunity to have more involvement in planning and proposals in the city as they are the generation who are more likely to contribute future-proof, environmentally friendly designs and are less likely to be bias towards profit-making over the health and well-being of the general public.

Highways / Traffic Impacts/ Cycle Parking / Delivery and Waste collection process:

- The increased traffic will impact on air quality which is already at illegal levels in adjacent residential areas. Existing traffic noise is at levels harmful to human health. The proposal will lead to increased noise and pollution to the detriment of current residents and pupils of the adjacent primary school;
- The number of cycle spaces is undefined. It is unclear if these facilities are of sufficient scale to accommodate the needs of the residents.
- Across buildings A-D it is calculated that provision of 140, 1100 litre eurobins will be needed for the residential waste, both general and recycling. See Waste Servicing Strategy 4.3.2. This would be contrary to Core Strategy **Policy EN19** Waste;
- There is evidence that recent large student developments in tall buildings (e.g. Student Castle) are not able to manage waste effectively without significant

spill over in respect of neighbouring properties. Please refer to 6.10 in Deloitte ES Vol 1: 4.4.5 indicates the plan to take the bins onto Hulme St from buildings A & D where they will be emptied into the collecting vehicle. In full view of the apartments rather than within the site. This will have an adverse impact on residents amenity;

- The response in **section 10 of Deloitte ES Vol 2** provides the details and also some surprising conclusions including for example that the proposals will have a negligible impact on these surrounding assets, **given the volume of waste and delivery vehicles (and manoeuvring 20 times a day) located in full view!** Plus the Amazon/Deliveroo type service to up to 2224 beds per day.

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Impacts on Amenity and living conditions of adjacent residents/ Impacts on Privacy and Overlooking

- The height would reduce 25% of light from some properties and impact on quality of life, comfortable living and working conditions and some apartments would be in darkness until 10.30 during the winter;
- At least one of the new buildings looks directly over two bedrooms and a living area of our apartment so privacy is of concern;
- The buildings on Wilmott Street is directly opposite adjacent apartments and could block a significant amount of light. This is worrying, as the apartment is already fairly dark even on summer days, as we are restricted on fitting lights due to Grade 2 nature of the building and thus rely on the natural light;
- The Development would be contrary to the Rights of Light Law Commission Report 2014 (sections 1.1 and 1.2);
- Ownership of rights to light would be adversely affected;
- The creation of a World Class City should not be at the expense of the wellbeing and happiness of residents;
- Adverse impacts in terms of litter from construction workers;
- Adverse impacts from traffic and pollution from construction including cars and lorries idling and emitting exhaust fumes, noise from large numbers of constructions workers arriving at and leaving the site and cumulative impacts with other developments;

- Risk from pollution on life expectancy, pregnancy, wellbeing, health and a right to a family life for Manchester Citizens;

Impacts on Service Provision levels

- There does not appear to have been any consideration of the capacity of services such as healthcare or schooling to absorb an additional 2000+ people – surely one floor of the 45 storey tower could have a healthcare or schooling function. There is insufficient capacity within existing healthcare facilities in the area to absorb this level of additional residents;

Noise

- The additional impact from construction and future activity will cause disruption and there are restrictions on altering the windows sound proofing because of the Grade 2 listing.
- This number of additional residents within the area has potential to create unacceptable noise impact as well as noise, potentially extending night-time activity into areas that are presently not impacted.

Principle of Co-living and fit with emerging Policy:

- Co- living is an undefined type of development in the NPPF and needs to be considered very carefully, in terms of location and proposed impact;
- In relation to the previous consented development the proposed scheme more than doubles the effective units from 624 to 1484 (Cushman & Wakefield addendum to financial viability, p4 point 1.5) - As well as the increased density, there is still a causal link with the student target market and the transient short term nature of the scale of the occupation proposed;
- The location is outside the city centre and in an area of above average reported crime, with no contribution to tackle this;
- The Executive Committee Rpt (Dec 19) states that:

Co-living should be restricted to a limited number of key areas of high employment growth within the city centre - The application does not address the consideration not being in the City Centre and disconnected from the commercial offer. No certainty as a sui generis building of rate income or s106 contribution;

Schemes must demonstrate that they command support from recently arrived or new employers located in, or in the vicinity of, the regeneration area they form part of- No specific employers or committed jobs identified;

Developers should be required to legally commit to renting only to working households, or households actively seeking work, and precluding letting to

students - There is no firm proposal to secure this and the alternative fallback user is the student market. PBSA by stealth/back door!

Planning applications should include a conversion plan to demonstrate how the building could be repurposed through interventions to the layout. - No plan/cost to achieve this visible. Impact for student market? Policy H12.

- These are built to increase profits for a few wealthy people and will not enhance the area. They will become the slums of the future and most councillors are probably too young to remember the disaster of the Hulme crescents and such like but in years to come they will be nothing more than this. It's time Manchester City Council stopped kow-towing to corporate greed and listened to the ordinary citizens of Manchester.
- This is glorified student flats without the students, will add nothing to the local community and merely further the culture of transient residents who are not looking to establish themselves, create homes and are not invested in the area in any meaningful way and would have a negative impact on the area.
- I am looking for AFFORDABLE HOUSING.
- Manchester needs more sustainable, affordable, flexible housing for young professionals. Manchester does not need more co-living developments, especially those which are ecologically unsustainable. These would only benefit profit-driven developers and no-one else. Recent graduates and young professionals want their own space to start their own lives. I do not think it is fair to assume young professionals want to share bathrooms, living rooms and kitchens with strangers.
- The development is contrary to the well-being of Manchester residents. We are currently facing one of the biggest recessions off our time. This is not a build that will fulfill the requirements of the community now or in the future. We already have a glass building that is becoming unsafe and losing panes of glass. It will be expensive to maintain and Heat, and is destined to become the equivalent of a 1960's eyesore. Or worse the Victorian slums that originally sat on this site.
- The idea of this co-living sounds little better than a hostel. Studio flats would seem more appropriate and safer from an environmental health point of view.
- Assumptions made in the **Planning and Tall Building statement : Appendix 2: Co-Living at First Street Report** about lifestyle changes, have already seen further recent dramatic change, such that the views expressed in 2.22 & 2.23 are presently significantly impacted

Viability and Affordable Housing

- Due to the type of accommodation and use class the development would not appear to be considered in the local planning framework for a contribution to affordable housing or provision of other s106 contribution;

- There is no detail in the viability report to illustrate how short term lettings less than 12 months are compatible with an institutionally funded model;
- The 276 page viability study although redacted in part is contradictory in its use of comparable evidence in terms of sale prices and rental values, but manages to conclude that a development scheme exceeding £300m is borderline viable to a developer, given the £18m to acquire the site already and the increased density added to the proposed scheme;
- There is no clear evidence submitted to support the contention that direct council tax revenues will benefit by £1.6m to £1.8m (the Economic report by Ekosgen p15);

Wind Microclimate Impacts.

- Deloitte ES Vol1 9.6 and 9.7: Within the surrounding area, wind conditions are expected to remain suitable for existing activities and the effect of the Proposed Development on surrounding wind conditions is considered negligible.

With the introduction of committed future surrounding developments, wind conditions within the Site are not materially changed.

There is no obvious evidence referred to support these statements and clarification is required as to the studies carried out in terms of effects beyond the development boundaries. The wind climate appears to have been modelled on stats from Manchester Airport 2001-15 and not the subject site.

Non compliance with Policy – Manchester Core policies 2012 – reference Tall Building Statement Appendix 1 and NPPF

- **Policy H1**, requires a scheme to be designed to give privacy to both its residents and neighbours- A number of adjacent properties would be adversely affected by the proximity, scale and massing of buildings A & D (the stepped up towers from 10 stories to 45).
- **Policy H8**. The requirement for affordable housing. - This is not delivered by this scheme.
- **Policy EN1** states that where there are opportunities to create landmark buildings, such developments should also contribute positively to the experience of all at street level. - This is not delivered since the focus is on the landmark building, but there is nothing being gained beyond the curtilage of the development site. A transition point between Hulme and the City Centre does not contribute positively at local level as suggested, it by -passes it.
- **Policy T1** – sustainable transport. It is suggested that limiting on site car park spaces to 30 will encourage a shift away from reliance on the private car. This is inconsistent with the Downing Residential Management Strategy document p11, and the need to try and control the process of arrivals and departures

due to volume. The operator obviously already recognises it will be a significant problem, since as well as stating there is a limited amount of car parking (not sufficient), why else would they offer to warn the local Highways department of arrival and departure dates for residents.

- **Policy T2** – the comment provided after stating that the Transport Assessment will not adversely affect the highway, goes on to say that the proposals are not expected to create significant vehicle movements due to minimal on-site car park provision or servicing requirements - This is in direct conflict to the Downing operating document mentioned above, so which is correct? The limited amount/minimal provision, suggests that there will be significant overspill onto surrounding roads like Hulme St and Willmott St which will inevitably adversely affect the amenity of local residents.
- **H12 – student policy.** The location of this scheme is neither in the City Centre or the Oxford Road Corridor, so it would not be consistent with permitting a repurposing to student accommodation (and does not have university support) within the policy. If this were to occur then the overall ratio of PBSA development in the local area around Macintosh Village would be further skewed against the 80:20 desired ratio for resident/student population - Core strategy H10.

NPPF 2019

- **Section 8** Promoting healthy and safe communities. From **the Crime Impact Statement** document: 2.1.1 The volume of recorded crime in this in the neighbourhood is very high. It is apparent that there are issues to be tackled here. Unfortunately, this development proposal offers nothing to the community other than design of its own building, whilst by its very scale it will create blind zones and activities beyond the curtilage that need to be addressed at community level.

Indeed the short term nature of the letting of the accommodation proposed could give rise to a high transient population, which by its very nature will invest nothing in the local community, but is more like a “travelling circus”, which moves on in a short period of time to attend its next performance.

- **Section 12** – “be sympathetic to local character and history, including the surrounding built environment”.

At least three Grade II listed structures will be hidden from view from the Medlock St link with the Mancunian Way by this scheme.

and it would not “create safe, inclusive and accessible environments which promote health and well being”.

In terms if the submission they note that in relation to impacts on sunlight and daylight it is considered that:

Nearly 20% of windows assessed are negatively impacted beyond the 27% VSC target, or experience a reduction in existing VSC of less than the 20% reduction in 4.25 above.

This needs to be looked at differently than presented here. It is not agreed that the impact in 4.26 is acceptable since on a strict interpretation this is not a high density City Centre context or location.

Section 16 – conserving and enhancing the historic environment. Whilst summarised in Deloitte ES Vol 1, 7.5 as “The TVA has found that townscape and visual effects in general, and these localised significant visual effects, are mitigated by the excellent design quality of the Proposed Development” - This reads as a very poor trade-off for those adversely impacted. Perhaps they don't matter?

Other

- Primary healthcare: Deloitte ES Vol 1 6.11. - A minor adverse impact declared but no alleviation measures proposed.
- Glare - Reflections in strong sunlight from predominantly curtain wall glass tall buildings – has this been assessed in view of the proximity to the southern elevation of the Macintosh Mills building?
- Heights of the building could affect tree and plant growth within Hulme Park;
- Residents this side of the Northern Quarter are desperate for more green space and there are few trees nearby to offset the ever increasing carbon emissions with many being removed due to recent roadworks;
- There needs to be a clearer route through the site for cyclists coming down Newcastle Street, through the site and into First St North. The current proposals show an obstacle course of trees;
- The application uses Irish space design standards to guide the apartment sizes, stating that there is no decent enough alternative in Manchester/the UK. These apartments should have been designed to align with the 2017 Manchester Residential Quality Guidance.
- Considerable liberty has been taken in various reports assuming a level of impact applicable to a City Centre setting which this location is not.

Ward Councillors Cllrs Johns and Jeavons object to the application on the grounds detailed below.:

Loss of social and community infrastructure and impact on the city centre economy : The crèche/day nursery/doctor's surgery included in the extant consent is not included in this proposal. It is inconceivable that this application does not contribute to social and community infrastructure. The lack of provision of social and community infrastructure is sufficient to reject this proposal. .

The excessive private amenity could harm the city centre's economy as they would compete with existing city centre businesses. It would not be accessible to the wider community.

Co-living as a concept: Co-living as a concept is untested in Manchester and the UK. The Council has agreed a cautious approach but the 2224 bedspaces proposed is neither cautious nor restrictive. This number of bedspaces would represent an additional 13% of Deansgate ward's 16,726 population.

Co-living will not build a coherent community with a long-term interest in the city centre's success and these proposals will promote transience and disengagement in local community activity, and encourage political disengagement. This runs counter to the goals of a thriving and sustainable city where we have a strong sense of citizenship and pride in the city as described in the Our Manchester Strategy.

39% of units do not comply with the City Council's adopted Manchester Residential Quality Guidance of 37 sq m for a one bed dwellings and are therefore is restricted to 6 month lets. This is an entirely unacceptable solution. The acceptable solution is for the units to meet minimum space standards. They are a threat to the health and wellbeing of future residents given their extremely unsatisfactory size of 18,20,22,25 and 30 sq m.

Though the application is classed as 'sui generis' the Executive decision requires co-living developments to meet the Manchester Residential Quality Guidance. As co-living is not affordable housing, it should contribute in accordance with the city's affordable housing policy.

There are significant problems with co-living and social distancing and other infection control methods. Sharing spaces could be unpopular as people seek to protect themselves from the virus. Residents could be required to self-isolate in these spaces to detriment of their health and wellbeing.

Height and design :The extent permission was for 9, 22, and 23 storeys, with 624 apartments. This Application almost doubles the height to 45 storeys which is not in keeping with the 2020 First Street SRF.

This height is unacceptable in the context of Hulme and Macintosh Village and the harm to the Grade II listed buildings: Macintosh Mill, Macintosh Mills Chimney, Chorlton Old Mill, and Chorlton New Mill.

There is no compelling reason why over 1600 additional units are required. It does not contribute to the economic or social recovery of the city after Covid-19.

Traffic : Taxis and food delivery services would have an adverse impact on local roads.

Public realm : The public green space and public realm is welcome but its design and layout fails to address Macintosh Village

Adjacent Ward Councillors Cllrs Igbon and Wright have made a representation in support of the objection from Cllrs Johns and Jeavons and requested a site visit.

Places Matter – Overall the Panel was very supportive of the principles of this scheme noting that creating this scale and vision of development was tremendously ambitious and inspiring.

They made the following key points:

- The notion of bringing sumptuous materials right down in to the public spaces was applauded, as was the definition of the different spaces themselves;
- The overall approach to the generous landscape was welcomed but they requested that key edges were reconsidered, such as the gym and café interface, to ensure that the final resolution of these feels right;
- The envelope system to the buildings was commended, alongside the generous stepping in and out, but there remains a “tussle” about how you make all of the edge buildings work;
- They questioned whether Block C had arrived at the right answer. This has a critically important relationship with the adjacent buildings and connections to other spaces to the south. It was agreed that the realignment of Block C would be beneficial as this would allow more sunlight to penetrate the central space and enable beneficial changes to the commercial units and their relationship with the connecting routes to the south;
- Such a generous green lung in the heart of the city was supported, but people should feel connected to the scale and mass of the buildings when within the central space. With such a significant land mass in the city you need to consider if there will be any real need to still walk the edges, as the draw of this space will be a compelling alternative;
- They requested a reconsideration of opportunities to drop the harder, higher edges down to the street and ensure even greater permeability and that such a vision will need big trees of a high specification, which must be well maintained;
- They noted that the switch between trees in the ground and trees in boxes on this grid will need careful thought though;
- They were not convinced by the choice of green ceramics as a material;
- The Panel felt that there was a need to bring Newcastle Street itself into the overall design and felt that a vision for the route from Tony Wilson Place to Hulme is required, which should probably include provision for cycling. The crossing of the Mancunian Way will require the vehicle stop points to be set well back to give pedestrians a real sense that they are welcome to use this route. The strength of the connecting route through to Oxford Road, via Hulme Street should dictate the position of any crossing of Medlock Street;
- The Panel commented upon the architecturally distinctive commitment to affordability in terms of the co-living approach and urged detailed consideration of the amenity spaces in the co-living areas;

- The Panel noted that the consistency of architectural language would only be maintained with a full commitment to deliver the materials proposed in terms of the realisation of the slick and crisp approach being shown. The same commitment will be needed to realise the ambitions of the amenity space, given its scale and within this should work to ensure that there are areas of intimacy.

City Centre Regeneration: Have advised that this proposal needs to be considered alongside the recommendations set out in the report to the Council's Executive on 19 December 2019- 'Co living in Manchester'.

Head of Highways- Has no objection and is satisfied that the scheme is unlikely generate any significant network implications. They have recommended conditions relating to matters of detail relating to servicing and off site highways works.

Head of Regulatory and Enforcement Services (Street Management and Enforcement) - No objection and recommends conditions relating to acoustic insulation of the premises and plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place, the management of construction and the mitigation / management of any contaminated land.

Greater Manchester Police (Design for Security) – Have no objection subject to the implementation of the recommendations of the Crime Impact Statement.

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints have been identified. There was no evidence of bats and an informative should remind the applicants of their obligations under the Habitat Regulation. The biodiversity enhancement measures are welcomed.

Flood Risk Management Team – Green Sustainable Urban Drainage Systems should be maximised. Conditions should ensure surface water drainage works are implemented and verified in accordance with Suds National Standards.

Environment Agency – Have no objections however given the environmental sensitivity of the site and former potential contaminative land uses associated with the site they have recommended conditions as appropriate.

Natural England-.No comments received

United Utilities – Have no objections and recommend conditions regarding foul and surface water drainage.

Greater Manchester Archaeological Unit – Agree with the Archaeological Report that any archaeological interest has been removed by previous archaeological investigations and further archaeological work is not necessary.

Work and Skills – A local labour condition is recommended for the construction phases with a report on local labour achievements.

Manchester Airport, Civil Aviation Authority and NATS Safeguarding –The form of development could impair radar performance and have recommended suitable mitigation.

Sport England- Have not objected to this application but note that the proposal makes no contribution to formal sports facilities, indoor or outdoor, to meet additional demand arising from the development. They requested a financial contribution towards off-site sports facilities and that the development incorporate the 10 principles of Active Design into its design.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC3, CC4, CC5, CC6, CC7, CC8, CC9, CC10, H8 T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be in a highly accessible location and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy - The scheme would provide new jobs during construction and would provide housing near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing for the workforce in attractive places. This proposal would be sustainable, address demographic need and support economic growth. Population growth of 20% between 2001 and 2011 demonstrates the attraction of the city and the strength of its economy.

S05. Transport - This highly accessible location is close to public transport and would reduce car travel. .

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

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below

Paragraph 80 states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This approach will allow areas with high levels of productivity to capitalise on their performance and potential.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings.

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – This type of accommodation targeting young professionals could support economic growth and maximise the competitiveness of the city. The high quality design would contribute to place-making and create a neighbourhood where people choose to be. A limited amount of Co-living accommodation in locations close to employers who are seeking to recruit the target demographic could help to meet and support economic growth and regeneration and could be acceptable.

All sustainable transport modes are accessible from near to the site which would maximise the use of the City's transport infrastructure. It would create a well-designed place to enhance the built environment and help to deliver objectives of First Street and The Corridor. It would develop an underutilised, previously developed site and create employment during construction and permanent employment through building management and public realm maintenance. This would complement nearby well established and emerging communities. Resident's use of local facilities and services would support the local economy.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal would be part of a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-

connected location and would help to promote sustained economic growth. A limited amount of this type of product would support population growth, and the retention of graduates by providing housing in key areas of the city centre.

The co-living use would provide residential development in the First Street SRF and complement the surrounding regeneration.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The site is accessible to pedestrians and cyclists. Deansgate tram stop, Deansgate and Oxford Road Stations and Oxford Road are nearby. A Travel Plan would facilitate sustainable transport use and journeys for employment, business and leisure activities would be minimal. The proposal would support sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Improved pedestrian and cycle routes are proposed and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy CC10 A Place of Everyone - Manchester Residential Space Standards and Co-Living -Report to Executive Committee December 2019 and June 2020) – Manchester's economy continues to grow and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide accommodation to support the growing economy by contributing to meeting the Residential Growth target to 32,000 new homes in the next ten years to March 2025, meeting the City Centre housing target in the Core Strategy and to the creation of a sustainable, inclusive, mixed and vibrant community.

High quality accommodation would make First Street and Oxford Road Corridor attractive to employers. For many young graduates living close to their place of work, is a key consideration and the Co-living model could help to attract and retain graduates.

This high-density development would use a sustainable site efficiently. It would contribute to the ambition that 90% of new housing should be on brownfield sites. It would have a positive impact on the area and provide accommodation which could meet the needs of graduates and support talent retention at First Street and Oxford Road Corridor.

Co-living is not an affordable housing product and should not be targeted at or occupied by students. The applicants intend to target medium and longer term tenancies. The studios would meet demand for shorter term lettings of between 1 week and 6 months as well as providing an entry level into independent living, supported by extensive shared amenity space.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN11 (Quantity of Open Space, Sport and Recreation), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC19.1 (Listed Buildings) - The development would use the site efficiently, promote regeneration and change and create an attractive and healthy place. The quality and appearance of the building would meet the expectations of the First Street SRF. The buildings and public realm would improve functionality and contribute to the planned growth of the City Centre towards Hulme.

The development would be prominent and highly visible when viewed in conjunction with some adjacent heritage assets and would have some minor negative impacts. However it would be read as part of the cityscape and within the context of the city skyline which has already altered the setting of adjacent heritage assets. The development would help to restore the eroded historic urban grain and would overall reinforce the assets setting within that wider context rather than detracting from an appreciation of their architectural and historical significance.

The scale and quality would be acceptable and would contribute to place making. It would raise design standards and create a cohesive urban form. It would improve the character and quality of a site whose appearance is poor. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The proposals include 4,136 sq. m external private amenity and 5,800 sq. m of external publically accessible amenity space which would enhance biodiversity both in its own right and by interconnect with existing established areas of public realm within the wider First Street Area and which would create strong linkage to promote wildlife corridors.

The NPPF states that:

Paragraph 192. In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that when considering impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm is substantial, total loss or less than substantial.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset from development within its setting), should require clear and convincing justification.

Paragraph 196 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.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the development would have a negligible impact and that the historical and functional significance of adjacent heritage assets would not be undermined by the development and their significance would be sustained.

The current condition of the site does not make a significant contribution to townscape and the site has a negative impact on the setting of the nearby Listed Buildings. A building that makes a positive contribution to the townscape could enhance their setting. Overall the proposal would cause less than substantial harm to the setting of the adjacent listed buildings and conservation areas this needs weighed against any arising public benefits. The quality, design and contribution of the scheme to the townscape would enhance the setting of the adjacent heritage assets. This would sustain their value as the substantial public benefits of the scheme would outweigh any harm to setting.

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would integrate the site into the locality and increase natural surveillance.

The proposals would create a more pedestrian friendly environment along Wilmott Street, Hulme Street and Chester Street including soft planting. Connections to Hulme would be enhanced and improved passive surveillance would reduce crime and the fear of crime. The more pleasant pedestrian environment around the Site will also encourage walking and cycling

Saved UDP Policy DC20 (Archaeology) – It has been concluded that there is virtually no likelihood of any significant remains surviving below ground level and as such that the development would not have an impact on any potentially significant remains on the site.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build and in operation. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

Surface water drainage would be restricted it to a Greenfield run-off rate if practical, and post development run-off rates would be reduced to 50% of the pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. A number of measures would improve biodiversity. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The proposal should exploit opportunities for improvements and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. Coordination through the onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection – The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;

- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

Policy PA1 Developer Contributions - This is discussed in the section on Viability and Affordable Housing Provision below.

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft 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.

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area.
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be create through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities subject to various caveats which are discussed in the Issues section below.

Manchester's Housing Strategy (2016-2021) - Sets out the City Council's highest priority of creating more homes to meet the need of a growing population within a dynamic housing market which has over the past 10 years seen a dramatic increase

in the number of market rental homes in the city. It notes that the balance of housing types and tenures is still not right in many of the City's neighbourhoods in terms of encouraging people to stay in Manchester within neighbourhoods where the communities they house can get on well together and enjoy mutual respect.

A key goal within the Strategy is to support the housing aspirations of new and existing residents by offering a wide choice of homes to support the increasing population and growing economy. However, to deliver on that aspiration it is acknowledged that there is a need to ensure that the City has the right homes in the right places which is responsive to demands from the changing lifestyles. Within the context of consideration of emerging proposals for Co-living within the City, this may require consideration of the need for some level of non traditional housing products which are particularly attractive to some groups of potential residents.

2 key aspirations which are regarded as important for achieving the key goals within the Strategy are ensuring that more of the graduate population chooses to stay in the city and access an appropriate housing offer and that new homes have a good quality design and that space standards meet the Manchester Standard.

The need for and management of the amount of any Co-living accommodation in response to emerging markets within particular demographics and the potential contribution of this type of housing to facilitating the wider housing needs of other groups within the City is discussed in detail below.

First Street (SRF) and Masterplan (2018) – The original First Street SRF in March 2011 aimed to create a new business destination. It recognised that First Street must be embedded within its wider neighbourhood in order to unlock its full potential and provide the stimulus for wider physical regeneration activity.

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

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

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

Oxford Road Corridor (ORC) following the preparation of the Corridor Strategic Vision to 2025.

The SSF identifies the enormous growth potential of the ORC noting the significant committed and planned investment of its major institutions (estimated in the document at £2.6 billion between 2015 and 2025) delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities. It also highlights the need to support the private sector in order to realise the potential of high value added and high growth companies on a significant scale within Oxford Road Corridor.

The SSF identifies the essential role that surrounding neighbourhoods, such as First Street, will play and how that role will be facilitated through the creation of high quality connections and new public realm. There is a finite supply of land space to grow in and around the Corridor and this is likely to become more and more of a significant challenge in terms of growth potential. This means that there is in turn limited opportunity for the delivery of new housing, with other land uses prioritised.

The benefits of clustering around the centres of research and excellence within the ORC means that the immediately adjoining neighbourhoods, and, key residential opportunities within those neighbourhoods, have an essential part to play in terms of supplying high quality residential development that will support the attraction and retention of talent – without this, the vision cannot be fully delivered. The application site represents a key opportunity, in a sustainable, attractive location, which will support the City's strategic growth objectives. Not only is the site located within First Street and therefore within easy reach of the wider Oxford Road Corridor, but also, due to the size of the site, it crucially also represents a rare, if not unique, opportunity to quickly deliver high density proposals that are also set within a substantial green space and broader community amenity offer.

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

The site of the current planning application falls within the area designated as First Street South. The proposals subject to various caveats which are discussed in the Issues section below would be in keeping with the aspiration set out for that area delivering the first stage of a new residential-led development at First Street South, providing a new housing offer in the city centre.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the

home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. In terms of the 'cluster' apartments the proposal is broadly in keeping with the aims and objectives set out in the guidance. The proposed Studios would not comply with the Guidance however the non-compliance needs to be considered in the context of the particular nature of this accommodation, the role that it might play in terms of the wider growth objectives of the City, particularly in relation to the sites location within the First Street Neighbourhood and proximity to the Corridor. This is discussed in more detail in the Issues section below.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

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

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location that subject to various caveats which are discussed in the Issues section below

Other National Planning Legislation

Legislative requirements

Section 66 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Air Quality
- Daylight and Sunlight
- Noise and Vibration
- Socio-Economic Issues
- Townscape and Visual Impact
- Water Resources
- Wind Microclimate

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.88 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information

A description of the proposal comprising information about its nature, size and scale;

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

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consent granted.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

The Scheme's Contribution to Regeneration, Principle of Proposed Uses

The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its economic success. There has been a significant amount of regeneration within First Street and The Corridor the past decade. The 2015 Greater Manchester Forecasting Model prepared by Oxford Economics, forecast growth in the region of 128,300 more people; 109,500 net new jobs; and £17.3 billion more GVA by 2024.

Economic growth requires the attraction and retention of talent and to support this the region must be an attractive location to live, study, work, invest and do business. The provision of a range of housing types to support that growth and provide housing options for existing residents is a key consideration.

Almost 60% of Manchester's residents are under 35. Over 74,000 students study in the City and provide new graduates each year. The city gains more graduates than it loses, with 36% of Mancunian graduates choosing to return to work in the City and an additional 33% choosing to work in Greater Manchester.

60,000 people live in the City Centre and a significant proportion are between 25 and 35. This is partly attributable to high levels of graduate retention, facilitated through strong economic growth with employers seeking to recruit graduates.

Increasingly businesses are attracted to locations where deep labour markets offer a range of highly qualified and skilled staff and City's demographic profile is well placed to capture these opportunities. Economic growth, people's desire to live close to employment and lifestyle advantages of city centre living will continue demand for housing in the heart of the city. A choice of homes is required to respond to the demands of changing lifestyles including those which may suit the requirements of a particular phase of life. The provision of innovative non-traditional housing may be attractive to: those who are seeking temporary accommodation or are transitioning between arrival in the City or graduation; younger adults who want a more communal City Centre living experience; and, people who want more flexible tenancy arrangements, fitting with more agile working patterns found in particular sectors of the economy.

Co-Living must be considered in the context of existing policies which support housing and any relevant locational constraints set out within those policies. On the

basis of information submitted to support the application, including an Economic Statement setting out the context of population and key sector employment growth within the City, it is considered that the proposal is of a size and scale which would respond to and support current and emerging job recruitment and retention and would be well placed to connect residents with those opportunities and support those needs. As such Co-living in this location would provide added value to the wider commercial offer in First Street and The Corridor.

There will be more employment growth at First Street and The Corridor including new jobs in growth sectors including Technology, Media & Tele-communications, healthcare, Research & Development industries, and technical advisory businesses. The expanded commercial offer at First Street could provide an additional 17,000 jobs from 2024 onwards. The Corridor has a strong employment base in high value added and high growth sectors. It accounts for a large proportion of highly skilled jobs in the city economy, and strengths in health and higher education are complemented by a strong business and financial services base. By 2025, it is estimated that an additional 37,000 jobs will be created here.

The Executive Reports explained that some developers delivering schemes targeted at digital and technology businesses, believe that there may be a link between Co-living and growth. This type of accommodation could be attractive to employees where it is directly linked to the proximity of such companies, and this could support talent recruitment and retention.

A more mobile and dynamic working population mean that more adult professionals are sharing, as they move to different locations for career reasons, which may not be seen as permanent home locations where they intend to put down roots. A mobile workforce will also be looking for opportunities to meet people and make new friends, which is something co-living aims to supply.

However as set out in the December 19 and July 20 Executive Reports the impact of any new supply of any Co-living accommodation will need to be carefully managed, appraised and evaluated, as the market is untested in Manchester, before co-living developments can be considered. Key to those considerations is the role of this type of accommodation within the City Centre housing market and how the length of tenure relates to the aspirations of those Executive Reports.

The target market for First Street co-living is the city centre workforce, particularly recent graduates, apprentices and new recruits for First Street and its environs and Corridor Manchester and would include:

- Young workers, new graduates, and those new to Manchester, with incomes which are not (yet) sufficient enough to afford the increasing city centre rents of traditional private rented apartments;
- People new to the city, arriving for their first or second job, key workers, freelancers or entrepreneurs starting up and those uncertain of where best to live or how long their appointment may last;
- Young people living in house shares in the suburbs;

- Key workers from nearby hospitals who are new to the City;
- Young people born in Greater Manchester who are in employment and looking for opportunities to access the city centre market;
- People on time limited contracts, particularly visiting academics or research staff and contractors where their longer-term work with Manchester businesses may be less certain.
- Mobile workers, employed by larger companies in regional offices, as part of regular graduate recruitment programmes.

It is envisaged that co-living would support the young workforce to transition in the medium term to city living and information submitted in support of the application sets out the assumption that 60% of tenants would become long term Manchester residents in the city, finding other homes and staying for an average of five years, many moving to other parts of the city centre.

Many young professionals and those vacating the parental home have traditionally lived in shared housing in the suburbs. This housing was not originally built for that purpose, and is not designed for shared living. In addition, many apartments in the City Centre which were 'for sale' have subsequently been rented out. People often share these apartments in order to achieve a more affordable rent per person. These apartments do not have shared amenities or management platforms aimed at fostering a sense of community.

The strategy of providing smaller private living spaces with extensive shared communal spaces means that the costs of lesser used spaces within a traditional apartment are not loaded onto individuals but shared across the block. This supports a cost effective and accessible product.

The provision of Co-living in appropriate locations could therefore respond to the lifestyle requirements; provide more suitable accommodation for people who chose to live in shared accommodation freeing up PRS and traditional suburban housing for families; connect existing and potential employers with a skilled and agile workforce.

The scheme would deliver homes within a high quality public realm. However, as the studios do not meet our space standards they would not be suitable as permanent homes for Manchester residents. There should be a compelling rationale to underpin support for non-compliant units. The target market for the studios in particular would be people looking for shorter term lettings of between 3 and 6 months. On this basis they would be lettings to those who might be new to the City and looking for a base from which to find more permanent accommodation or people who would be based within the City on a short terms basis for work or research purposes. They would provide privacy with access to communal facilities and a ready made community.

The length of tenure would be controlled through a Legal Agreement. The studios with the communal space, activities and support services would be similar to an

aparthotel or serviced apartment. There is a role in the City for some level of this type of accommodation.

The development would be consistent with growth priorities and help to realise the target set within Manchester's Residential Growth Strategy which have recently been updated to seek to deliver 32,000 homes by 2025. This area has been identified as being suitable for new homes and the development would deliver a new type of accommodation product which would support the diversification of the City's housing offer with a wide range of accommodation types in order to meet the full breadth of the target market and provide a range of living options that people can move around according to their particular life circumstances at any one time. This would therefore appeal to a range of occupiers.

It is also noted that in terms of the aspirations set out for FSS in the SRF the occupiers of this accommodation would provide footfall to support the leisure and cultural activities elsewhere within First Street.

A number of other material considerations for the evaluation of support for Co-Living developments are set out within the Executive Reports. Those relating to Council Tax Revenue and a conversion plan are dealt with below. Issues relating to safe and secure zero carbon developments, parking and place making are considered below.

Co-living has implications for Council Tax revenues. Co-living rents are generally inclusive of bills including Council Tax and therefore there is no tenant liability. However the applicant has agreed that Council Tax would be paid for the entire development and this would form part of a Legal Agreement.

The modular and structural bay of the design has been set to allow the individual studios/apartments to be converted at a later date into traditional apartment layouts if required. The mechanical and electrical services have also been designed to allow for the alteration of residential types. Floor to ceiling heights of all apartments and studios are comparable to traditional residential typologies. The design would allow for internal walls to be removed without compromising the structural integrity of the overall building. The layout below illustrates the adapted floor plan for each block and provides 46 apartments in total on a typical floor plan across the scheme with a mix of 15no. 1 bed apartments and 31no. 2 bed apartments (11 units in Building A, 16 units in Building B, 10 units in Building C, 9 units in Building D).

To facilitate this re-purposing the facade would require minor reconfiguration to ensure each apartment is provided with sufficient light and ventilation but the overall external aesthetic would not need to alter. The common corridor in both the current and adapted layouts would remain in the same location. This would allow for all services to be transferred within the ceiling voids within the common services corridors in both situations and negate the need for any additional service risers.



On a typical floor plan, the current scheme has a total of 118 beds; the adapted floor plan 77 beds (41 fewer beds). With this in mind, the current plant, servicing and ancillary provision should be sufficiently sized to serve the adapted scheme.

Effective Management - The applicants have agreed that the accommodation would be operated under a long term management platform including a single management and lettings entity across the whole development and the details of this would be secured through a Legal Agreement.

The legal agreement would also control the length of tenure of the non space standard compliant rooms to ensure that they were not occupied as permanent residencies.

Viability and affordable housing provision - The level of affordable housing in a development should reflect the type and size of the scheme as a whole and take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, provide a lower proportion of affordable housing, vary the mix of affordable housing, or a lower commuted sum, where a financial viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20% or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 2224 bed spaces within a mix of shared apartments and studios. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes no contribution to the First Street SRF Area and develop a high quality scheme in terms of its appearance. All shared apartments which could be permanent residencies (1349 bed spaces) would comply with the Residential Quality Guidance and provide substantial areas of high quality public realm, high quality shared internal amenity spaces both directly for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council and its conclusions are accepted.

A benchmark land value of £16,176,371 is within the expected range based on comparable evidence. The Gross Development Value would be £297,135,000 which would give a profit of 15%. On this basis and given the costs associated with providing the public realm within the development, the scheme cannot support a contribution towards off site affordable housing whilst ensuring that the scheme is viable and can be delivered to the quality proposed.

Residential development - density/type/accommodation standards

The National Design Guidance (NDG) 2019 supports well designed homes and buildings which are functional, accessible and sustainable and which provide internal environments and external space that support the health and well-being of their users and all who experience them. The cluster units would align with those aspirations.

The increased demand for rented accommodation has resulted in professionalised accommodation which is institutionally owned and managed as long term assets. It is known generally as 'Built to Rent'. The co-living accommodation would similarly help to raise standards of management and customer experience. It would have more amenity space than a traditional scheme would include a Health & Wellbeing Centre, Café, Resident's Cinema, Resident's Communal Kitchen and Dining Areas, Resident's Lounge and Resident's Work from Home Space. All resident's only amenity spaces are located within minutes of the individual private bedrooms. The consolidated larger amenity space would be the main focal point and facilitate social interaction as well as residents coming together as a community.

The amenity provision aims to create a vibrant community. Exercise and wellbeing classes would enable people to meet in a relaxed setting and gym membership will be free for residents. The ground floor café would be open to the public to integrate the scheme into First Street.

The Legal Agreement would require agreement of the details of a management strategy and lettings policy along with a management strategy for the public realm to ensure that the development creates an attractive neighbourhood.

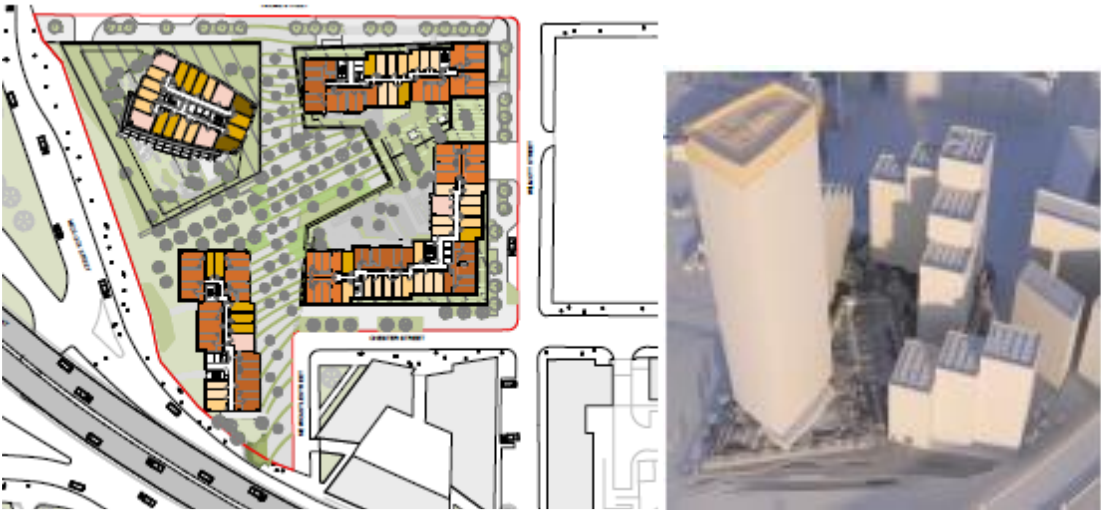
CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether buildings of between 10 and 45 storeys are appropriate in this location. These would be tall buildings and should be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and the criteria set out in the English Heritage and CABE Guidance on Tall Buildings.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment This assesses the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key issues are the appropriateness of tall buildings and its impact on the setting of the adjacent listed buildings which lie within 500m of the site. The design has been discussed at pre-application with Places Matter and public engagement took place

The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport.

The 2020 First Street SRF addendum aims to continue the growth of the employment, leisure and entertainment opportunities in the area. The delivery of high density homes and public realm at First Street South is an essential component of this.



The addendum has taken into consideration design principles for additional plots within the expanded First Street Area and the context of development underway or planned in adjacent areas including Great Jackson Street and Knott Mill.



2018 Great Jackson Street Masterplan

The site is at a main entry point into the city centre. The entrance sequence into the City Centre and around the Mancunian Way has improved significantly over the past 10 years with academic and residential development introducing some very high quality buildings. The poor condition of this site undermines these improvements and undermines first impressions of the city. This development could transform the site and surrounding area and create a new place at a key entry point.

Large schemes have been developed in similar locations such as Oxygen, Isis, Sarah Points and Angel Gardens on Great Ancoats Street, the Renaker scheme at the Harry Ramsdens site and at River Street. The height and quality of development would enhance the cityscape and local environment in a similar manner and deliver similar benefits.

The proposal would use the site efficiently, maximising densities, with a high quality piece of architecture. A development of this scale is appropriate at this site so long as the impacts on the amenity of local residents are within acceptable levels.

The massing of the buildings would be broken down and the height distributed to retain sunlight and daylight to dwellings, amenity spaces and public open spaces. Breaks and gaps in elevations would allow glimpsed views between streets and public realm.

The impact of the proposal on sunlight, daylight and overshadowing on neighbouring developments and the surrounding area is set out later in the Report.



Tall buildings should help to create a unique, attractive and distinctive City. They should enhance the character and distinctiveness of an area without adversely affecting valued townscapes or landscapes, or intruding into important views. The site and its general context currently undermines the quality and character of the townscape at a main entry point into the City. The proposal would improve the area and use the site efficiently. The quality of the new public square, the enhanced streetscape and the public open space, and their interaction with the buildings, would unify the development. It would create a single destination with a recognisable character. The ground floor uses should strengthen the street frontages and provide natural surveillance.





The building should respond to its immediate context and the wider City context. The design and materials would be consistent with a limited palette of high quality materials. The podium would be faced in terracotta seeking to visually embed it in the landscaping. The buildings above would contrast with the solidity of the podium. The unutilised glass curtain walling would respond to different weather conditions and times of the day to create a dynamic appearance. The use of glass differentiates these new modern buildings and contrast with the nearby Macintosh Mill complex.

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

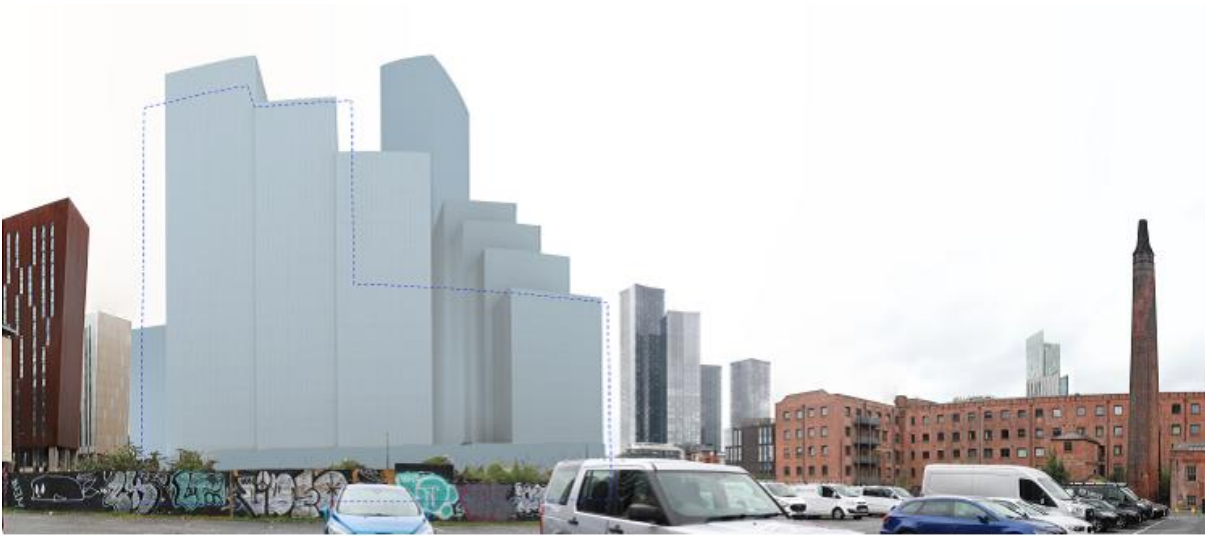
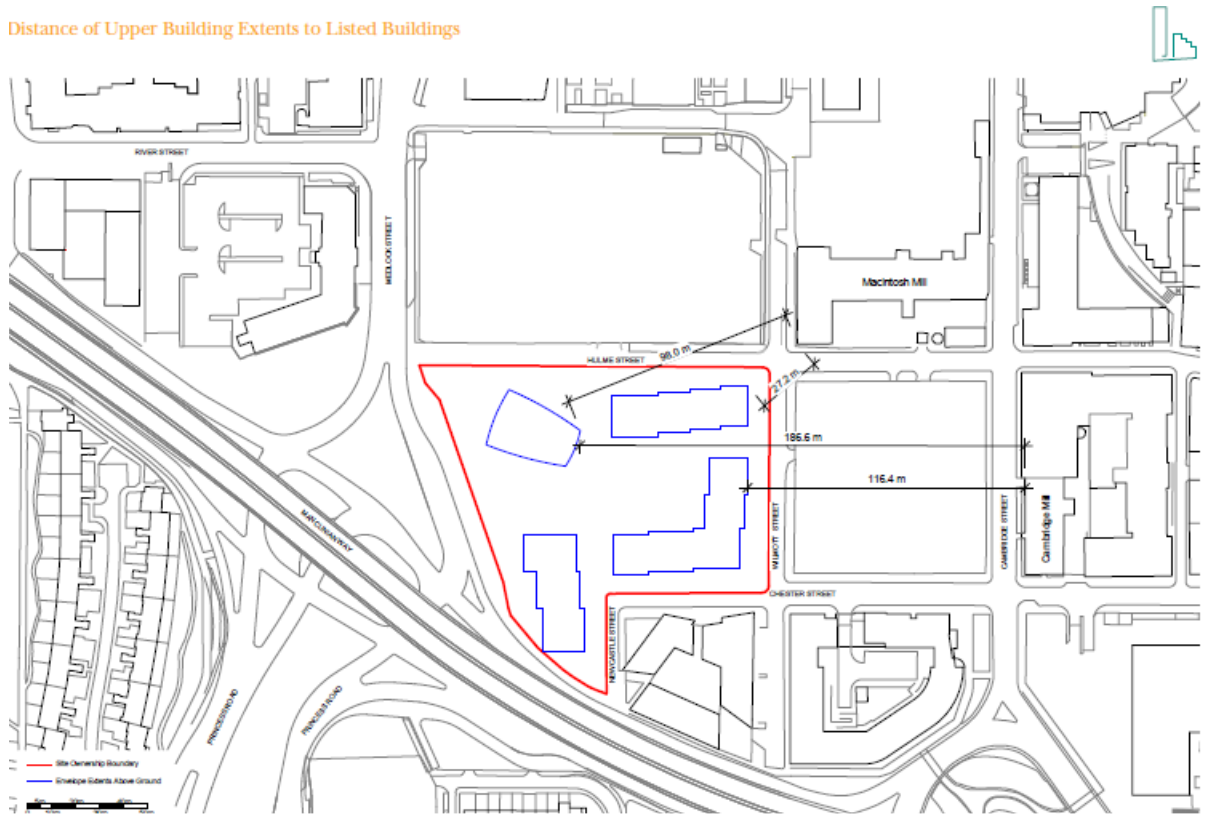


Image compares impact with previous approval

Distance of Upper Building Extents to Listed Buildings



A Heritage Assessment Townscape and Visual Impact Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017). Photomontage visualisations show the appearance of the proposal where it is visible and verified 'wireline' views where appears behind the intervening townscape. 16 key views have enabled a qualitative assessment to be undertaken.

This demonstrates that the proposal would only having localised and short-term significant effects on townscape character during the construction phase.

Once complete the development, and particularly the tower would be substantially taller than some adjacent areas, although comparable to other towers in the immediate area, including Deansgate Square, Elizabeth Tower and Beetham Tower. It would have some localised significant visual effects when viewed from the closest smaller scale residential areas to the south; from around First Street/Medlock Street/Hulme Street; and from the Mancunian Way.

Within views 1, 2,3 and 4 impacts would be long term beneficial.



Existing (above) and proposed (below) views 1,2 and 3 (Hulme St, First Street North and Hulme St Arch)



Above: Existing and proposed view 10 (River Street/ Medlock Street) Above: Wider Context view

In this view the impact would be beneficial improving the quality of the visible townscape.



Views 7 and 13 existing and proposed (Newcastle St and Clarendon St)

In the above views impacts could be considered to be adverse due to the contrast in scale and massing of the main tower but as part of the backdrop of tall buildings that form the south-west city centre skyline and are considered on balance to be positive elements as part of the evolving townscape. In all other views impacts would not be significant.

The TVIA demonstrates that townscape and visual effects would be mitigated by the design of the proposal and its positive contribution to place making. It would improve the visual amenity of the site and improve the gateway views from the Mancunian Way and Princess Road.

Although future committed developments have been considered as part of the cumulative effect assessment, much of the change to the local townscape character will have already taken place as a result of baseline committed developments and the townscape and visual effects remain as assessed in this existing scenario (including those under construction), rather than increasing as a result of its combination with future committed development.

The proposal could affect the significance of nearby designated and non-designated heritage assets through development within their setting, rather than direct effects. 8

key views from the analysis have further enabled a qualitative assessment to be undertaken of the effects on identified heritage assets.

The proposals would introduce a substantial and dominant new structures near to the grade II listed Mackintosh Mill and Cambridge Mill. The site is within First Street where dense development is envisaged and the proposal would restore the dense urban grain of the site. It would not dramatically change the City's skyline and would resolve the negative impact of the site. The development would have a negligible impact on the identified heritage assets and the historic and functional significance of these assets would not be undermined.

The proposal is a significant distance from the Whitworth Street and Castlefield Conservation Areas and would have a limited direct impact on their character and appearance. The tight urban fabric in and around the Whitworth Street Conservation Area mean that the development would not be very visible. The Castlefield Conservation Area is less built up but large developments at Great Jackson Street mean that the development would not impact on the appearance or character of the Conservation area. In both cases any impact would be negligible and the development would preserve their character and appearance.

The quality of the proposal and the enhancement to the townscape would mitigate against any instances of adverse harm and would sustain the heritage values of the identified heritage assets. Overall, the proposal would have a negligible impact on the special architectural and historic interest of the identified listed buildings and the Whitworth Street and Castlefield Conservation Areas.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

There are no World Heritage Sites nearby. Sections 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings and to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 193, 194, 196 and 197.

The NPPF (paragraph 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The impact of the proposal on the setting of adjacent listed buildings and the nearby Castlefield and Whitworth Street Conservation Areas would be less than substantial. Paragraph 196 states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including, where appropriate, securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 127).

Whilst outlined in detail elsewhere in this report of the public benefits of the proposals these would include:

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing the a use which would support the regeneration of the First Street SRF Area;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level within the new public realm through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 196 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision: The Core Strategy requires that proposals for tall buildings should create an attractive, pedestrian friendly environment. To support high density schemes such as this public spaces should provide shared outdoor amenities for residents, employees within a high quality, safe and accessible environment. This requirement is considered to be central to the successful regeneration of this corner of FSS. These requirements are

augmented by the Executive Report requirement for co-living developments to include public realm and open spaces as part of a clear place making strategy. For comparison the public square would be 3135sqm larger than Parsonage Gardens (2271 sqm).

The proposed public realm features a central publically accessible square with a mix of hard and soft landscaping which would be accessed from routes across the site linking Medlock Street to the west, Hulme Street to the north and the Mancunian Way to the south. Thus the proposal would connect into existing routes within First Street and beyond and create stronger linkages between and movement patterns and connections between the City Centre, and Hulme. The proposed public realm would set high standards for future development in the area. This would include street trees, planters, street furniture and high quality paving. Intended to form a bookend to Tony Wilson Place, in contrast to early phases of First Street, the public realm would be greener, more intimate and be more residential in character, reflecting the surrounding uses and the proximity to Hulme.





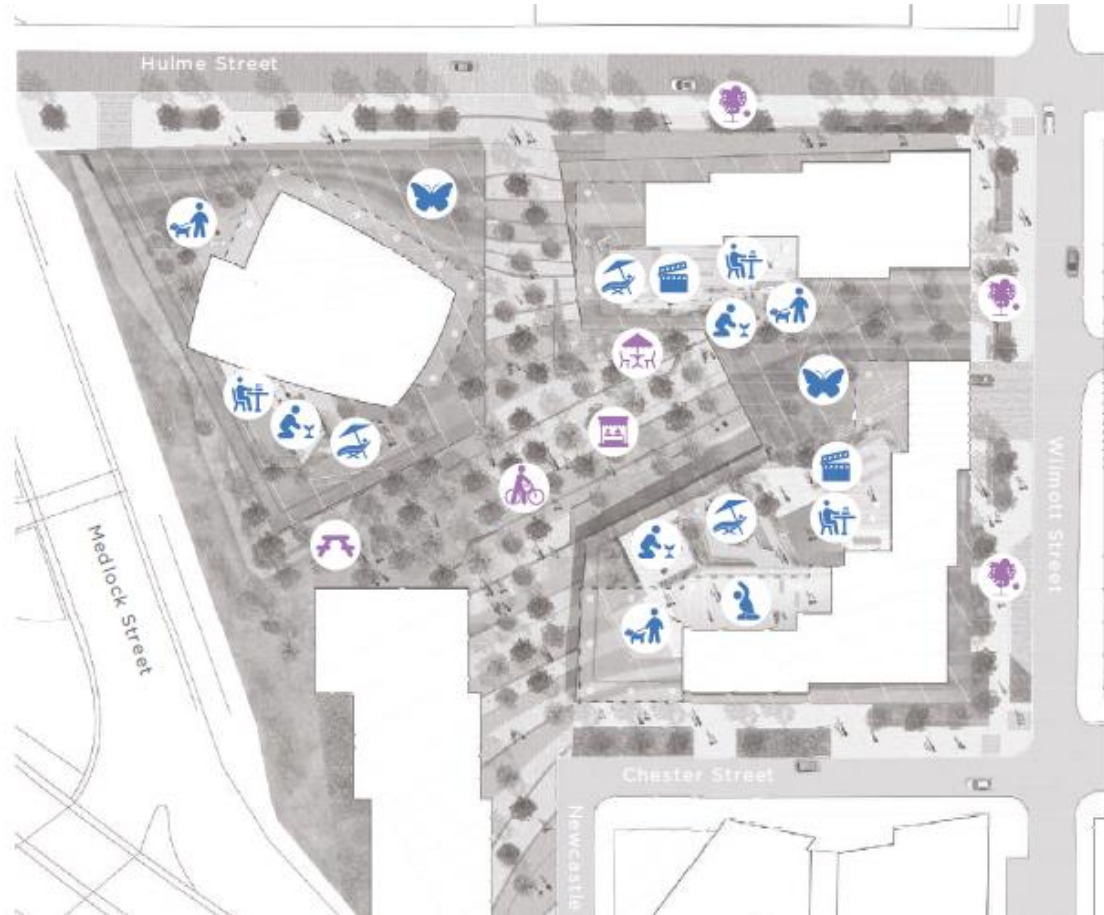
The SRF identifies the following design criteria which the proposed public realm would align with:

- Streets within FSS should be treated as familiar environments that support a mixture of pedestrian, cycle and vehicle through movement. Measures should be taken to carefully manage the degree of vehicle access to minimise negative impacts on residents and visitors;

- FSS should be characterised by generous street landscaping, including linear tree planting and robust high-quality hard surface materials for pavement and carriageways;
- Large scale tree planting should help provide a buffer to highway edges of FSS to the west and south;
- Clearly defined landscaped public open space should be provided to create informal recreational amenity for residents in locations that can be used without disturbing the residential amenity of immediate neighbours.
- All units within FSS should be provided with appropriate levels of private and communal amenity space. Communal amenity space should be secure and only accessible by residents of the building or plot in which it is located.

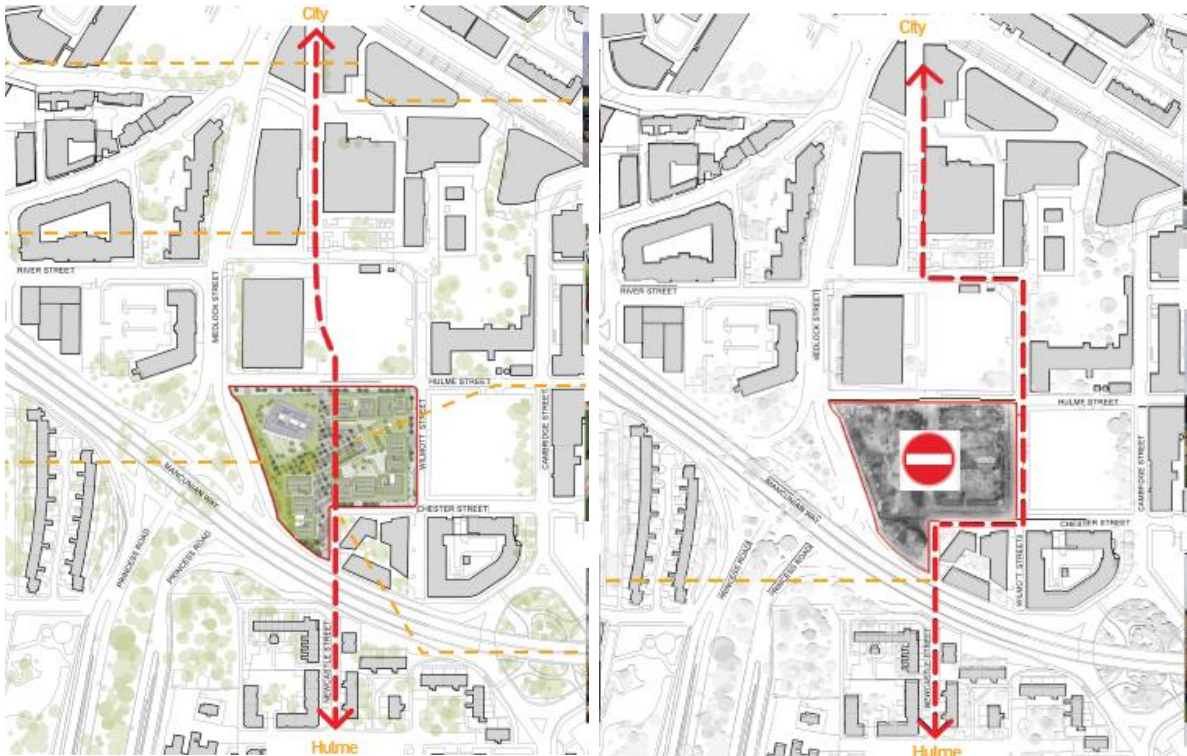


The public realm would create a new place for people to gather in which to relax, and socialise. The proposals include extensive green landscaping for both future residents and also the existing community. Residents of each building would have access to a series of interconnected outdoor spaces, set at different levels. These terraces would provide a variety of uses including communal events space, outdoor cinema, eating and socialising, growing areas and intimate quiet gardens. All designed to encourage interaction between residents and provide opportunities for escape from the urban surroundings.



The Mancunian Way is a huge physical and visual barrier in the City which has also severed the local community from the city centre. This severance does need to be addressed in order to ensure that different components of the city are fully integrated. Developments on the ring road are well placed to assist this. The new pedestrian and cycle footpath would encourage sustainable modes of transport and the attractive green setting would create a tranquil place in which to relax, socialise and exercise.



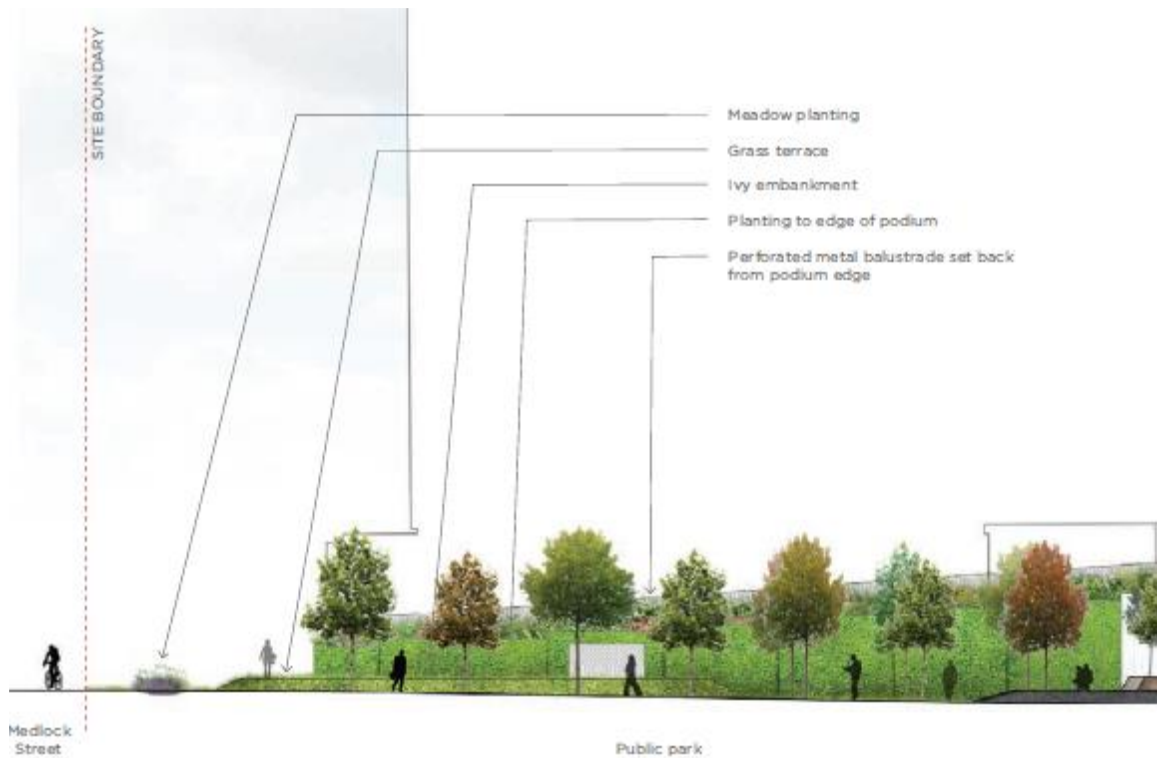


Restablishing the link along Newcastle Street to City Centre

Current route

Opening up the site both visibly and physically to ensure will ensure that it is a gateway between the City Centre and Hulme which would include the creation of a welcoming pedestrian crossing point from Newcastle Street and across Mancunian Way. The proposed pedestrian route through the Site would provide a change-of-pace from the frantic pace of the surrounding heavily trafficked roads in a safe, relaxing environment.





The surrounding streets have been designed as an integral part of the public realm. The proposal is to reduce the width of the vehicle carriageway along Hulme Street, Wilmott Street, Chester Street and Newcastle Street to establish pedestrians at the top of the movement hierarchy and create a more generous, accessible and attractive streetscape for new and existing local residents. Widened pavements around the development will enhance existing pedestrian connections via Hulme Street, Wilmott Street and Chester Street, to the surrounding neighbourhood.



There would be a consistent palette of hard materials, planting and street furniture to create a public realm which is distinctive, legible and defines a distinctive identity. Street trees and street lighting would reinforce character and the importance of routes.

The trees would be semi mature to provide an immediate impact and have 2.5m clear stems to provide sightlines and promote personal safety and passive surveillance. Where trees are in planters these would be within areas within the

applicants control rather than on public highway and would be maintained by the applicant.

Tree planting would help to provide areas of shade which are particularly useful for protecting vulnerable children and older people from the effects of the sun. Deciduous species with autumn and spring colour would maintain interest throughout the year. The approach to planting design would be a response to the different microclimates created by the design, by selecting plants which naturally grow within the equivalent natural habitat zone. The zones would range from exposed area of low soil build up to shaded, sheltered niches on the podium, and sunny meadow with the open space at ground level.

The buildings have been designed as an extension of the central public. Active frontages are fundamental to create hustle and bustle throughout the day. The environment created would be welcoming and inclusive.

The Park would be a place for everyone including older people. It would accommodate day to day uses including active; passive; community; arts and culture; and environmental. This would provide somewhere for everyone irrelevant of age and physical ability, race, belief or sexual orientation.

The public realm would be open 24 hours a day and would have no gates to control access / egress. There would be an on-site maintenance and management team. Final details of the management and maintenance of the Park would be form part of the Legal Agreement.

The design would promote health & wellbeing and to help to Manchester residents to live longer, healthier and more fulfilled lives. The public realm would accommodate the needs of all including older people. The final details would be agreed by condition and would include a need to adhere to MCC guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

Regular resting spaces are provided with a range of seats. Seating would be at the edge of the spaces where there is good surveillance and good lighting. There would be benches with back and arm rests. Bins would be at key path junctions and would not be directly next to seating. The bins would include segregated recycling. with raised kerbs demarcating between vehicle and pedestrian spaces, tactile and drop paving to crossings, paving contrasts at level changes, handrails and or balustrades where required.

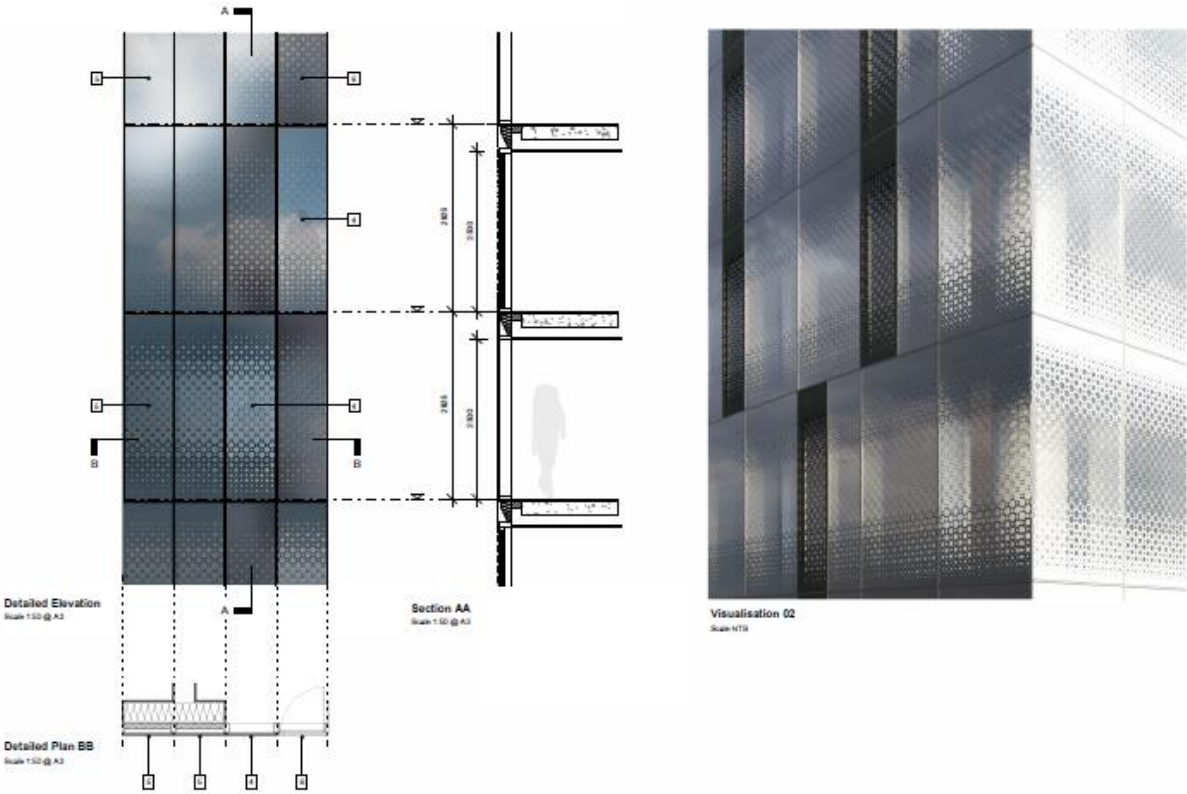
A signage strategy would help with way finding and up immediate destinations and beyond along with key transport hubs i.e. Oxford Road / Deansgate train stations and nearby tram stops.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

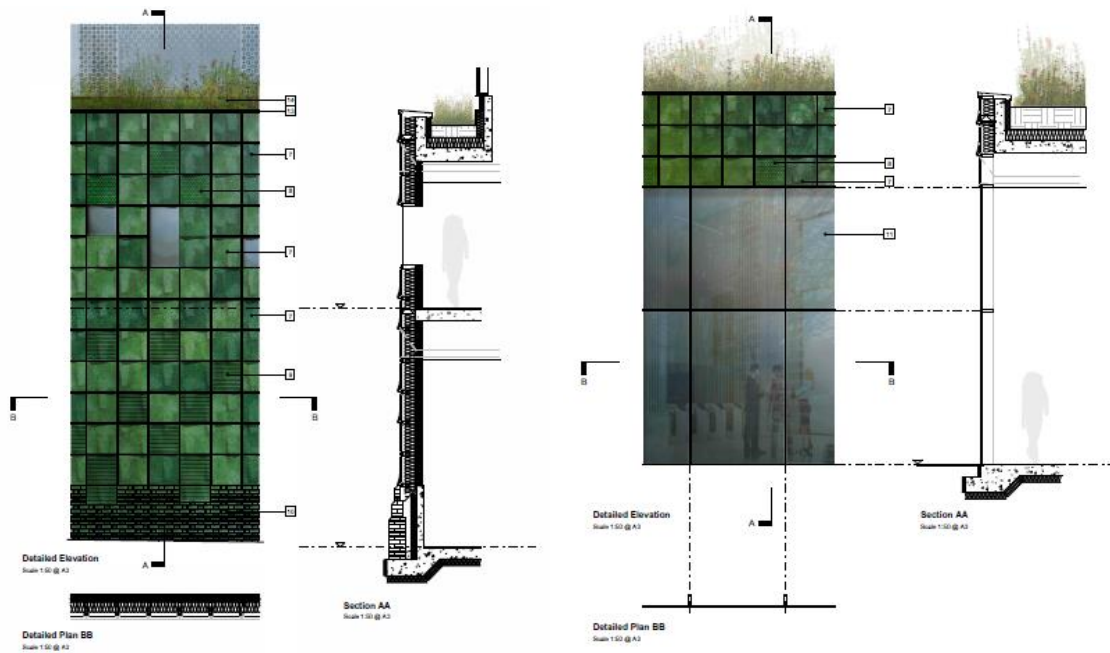
There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick mills and more contemporary buildings in corten steel, metal cladding and glazing. The terracotta and brick within the base of the development would respond to the brickwork of the former mill buildings. By contrast the glazing at the upper levels would provide a dynamic modern expression to announce this key City Centre gateway location.

Each block would have a regular geometric composition, which would be complemented by a uniform approach to the cladding.



Fritted ceramic horizontal banding would help to reinforce the steps in plan. Each glazed panel would have a repeating white ceramic frit pattern. Natural ventilation would be provided to the majority of rooms through an anodized metal panel. The opening door behind would be glazed to increase light and views out. The same fritting pattern would be used on the vent panel covers to unify the facades.

Each panel would be double glazed to keep a uniform appearance. The white banding produced by the frit pattern would wrap around the buildings on all sides. When the frit reaches the western facade of Building D the frit colour is dark blue grey and the metal vent panels are darker in colour.



The podium would be edged in a green pixelated façade with glazed terracotta and metal vent panels all set out on the pixel grid and random windows of different sizes and orientations. This pixelated facade wraps the podium on Chester St, Wilmott St and Hulme St. The pixelated façade provides a level of visual animation to the more functional areas of the building. The stepped brick around the base adds a level of robustness to areas which would see heavy traffic such as around doors and car park entrances. Metal vent panels or doors, colour matched to the glazed terracotta, are proposed where plant ventilation or access is needed to back of house areas.

The use of areas of full height glazing onto the public realm would enhance natural surveillance and blur the boundaries between inside and outside areas and allow activity to spill onto the key pedestrian routes through the site.

The materials would be more robust around plant, bin stores or bicycle stores. The back of house functions are generally on the west side of the building away from Newcastle St. The environment on the west of the building has more traffic with air quality issues and noise pollution. To respond to this, a white brick facade is proposed to solid areas. The colour responds to the overall facade design but adds a level of robust protection. The brick is stepped to add relief and texture.

Credibility of the Design

A range of specialist consultants have contributed to the scheme. Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team are familiar with the issues associated with developing high quality buildings in city centre locations and recognises the high profile nature of the proposal. They have a track record and capability to deliver a project of landmark quality which is an appropriate design response for this prominent site which complements the area. The range of technical expertise that has input to the application is indicative that the design is technically credible.

A significant amount of time has been spent developing the proposal through a number of design stages to deliver a viable development of the right quality which can be delivered.

The applicant has operated and managed large schemes over many years and consider that concentrating amenity provision in one zone has proven to offer occupants a greater variety and higher quality offer.

Relationship to Public Transport Infrastructure (Parking, Servicing and Access, Green Travel Plan / Cycling Provision/ Parking (including Disabled Parking provision)

The location is highly accessible and would encourage the use of more sustainable forms of transport. The proximity to employment opportunities, the Universities and Hospitals, shops, restaurants, bars would mean that many residents would access these facilities by walking.

There would be 22 car parking spaces all suitable for use of disabled people (3 in Building A&B and 19 in Building D) and all with electric charging capabilities to encourage use of electric vehicles. The applicant has stated that they will commit to allocating car parking spaces to disabled residents where required to support their access requirements. There would be 2 Car Club spaces on Hulme Street. It is anticipated parking spaces would mainly be used when people are moving in and out of the development. There would be 10 spaces for storage of mobility scooters (4 in Buildings A&B, 2 in Building C and 4 in Building D)

600 cycle parking spaces would be provided for residents and staff and further space would be reserved to increase this by up to 30% / 150 spaces subject to demand. Cycle parking within the public realm would also be secured through a condition. It is anticipated that there would be minimal amounts of private vehicles due to the site's highly sustainable location.

A traffic assessment has aimed to minimise disruption to the highway and adjacent businesses. Servicing for the residential and retail units would be at vehicular pull offs on Hulme St, Wilmott St and Newcastle St. There are parking restrictions on the local highway network. The proposal is unlikely to generate any significant impact in terms of highway safety and would not produce a significant increase in traffic flow/loading requirements.

The Head of Highways has no objections but conditions would require final details of a service management strategy and off-site highways works, including pavement reinstatements and finishes to be submitted. A further condition would require a Travel Plan to be agreed prior to occupation, to be monitored and revised within 6 months of occupation this will include monitoring the needs of disabled people.

Sustainability

Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. An Environmental Standards Statement assesses physical, social, economic and environmental effects in relation to sustainability objectives. It sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods.

The energy strategy has been mindful the City's Climate Emergency declaration and the need to consider the wider aspects of climate change mitigation and adaptation. How the scheme contributes to Net Zero Carbon targets through operational and embodied carbon have been considered in the development of the scheme.

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013. The proposal is expected to achieve the following reductions Blocks A&B 19%, Block C 23% and Block D 16.8% relative to Part L (2010) and a commitment is made to achieving at least 9% dwelling emission rate reduction relative to Part L1A (2013).

A flexible energy strategy would provide the infrastructure to link into the future district heat network and would allowing the scheme to become a zero carbon development over time as the national grid electricity system decarbonises.

Beyond this other key components of the approach are as follows:

- High specification building fabric and design details and an efficient communal heating system, would minimise the building energy demand. The glazing, ventilation system and solar control glazing are would optimise solar gains and limit the propensity to overheat reducing heat losses with consequent lower emissions;
- Use of electric space heating. As the UK electricity grid CO2 footprint continues to reduce, so too will the carbon emissions associated with this scheme. Electric strategies are 100% efficient and only use what is required reducing overheating;
- Each apartment would have individually controlled on demand hot water fed from a heat exchanger and pump set located in the buildings' energy centre, from where temperature hot water boilers will be distributed throughout the accommodation;
- Combined heat and power units will supply low carbon energy for hot water demand for the majority of the apartments within the scheme, with provision to enable future connection to developing heat networks in the vicinity;

- High efficiency heat pumps (due to them transferring heat rather than generating it) will supply space heating for all non-domestic areas (café, gym, amenity) zones within the scheme;
- Photovoltaic arrays will be integrated on the roof linked to the landlord supply delivering on site zero carbon energy;
- Integrated white goods would have as a minimum an A+ energy rating;
- Electric car charging points would be provided;
- Heat recovery systems and mechanical extract ventilation to maintain a healthy living environment reducing energy demand and lowering emissions;
- 100% low energy and/or LED internal lighting;
- All external space lighting to have dedicated energy efficient fittings and controls;
- Corridors would be naturally ventilated;
- Guidance for green living supplied to all residents – changing people's behaviour would lower emissions from the development.

The handling of waste during construction and operational would minimise waste and reduce the building's embodied carbon footprint.

A further analysis of overheating will be undertaken to refine the design. The building massing has been cut away to maximise solar gains to and around the site. Further analysis will consider the anticipated rise in summer temperatures as a result of climate change. The dwellings would be specified with insulating materials that reduce the construction phase impact of this scheme upon climate change.

Building Location and Operation of Development (excluding direct CO2 emission reduction) and Climate Change Adaptation and Mitigation

Features associated with the development which would contribute to achieving overall sustainability objectives would include the following:

- The sites highly sustainable location should reduce its impact on the environment;
- The new apartments will be designed to reduce mains/potable water consumption and will include water efficient devices and equipment;
- The landscaped areas of the development will be irrigated solely by precipitation throughout all seasons of the year to reduce unregulated water consumption;

- During occupation, the building will benefit from recycling facilities to enable the local authority waste reduction targets, diverting more materials away from landfill and reducing the occupants' carbon footprint further;
- A net increase of c.118 trees on site and wider green infrastructure would offset carbon emissions and increased shade within the local area and evapotranspiration from the trees and planting will also mitigate the urban heat island effect;
- The height massing of this scheme would allow for the movement of air throughout the development and surrounding area and reduce the urban heat island effect;

Sustainable Construction Practices and Circular Economy – A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is an evolving area. A number of approaches to benchmark and minimise levels of embodied carbon at each design development stage have been set out that could be considered as part of an overall Reduction Strategy including the use of the following:

- Carbon Leadership Forum Embodied Carbon Forum Benchmarking
- RICS adopted the WRAP system - free to use, whole life Building Carbon Database to capture embodied carbon data for whole buildings.

The proposal would contribute to sustainable design and construction through the following measures:

- Ethical and responsible sourcing of all materials; Where possible, materials are to be sourced locally minimizing emissions from transport; Minimise materials with high embodied energy impacts;
- Post Tension slabs (compressed high strength panels which use less materials than traditional panels);
- Off-site manufacture to reduce waste – i.e. Glazing panels / Bathroom pods;
- Use local natural materials: Vegetation to be native species; Natural internal materials - timber, wool; Water based paints where appropriate;
- Designing the building for disassembly and the circular economy: re-appropriation of the building; elements of the building to be used elsewhere; detailing to be Long life and robust; and
- Target zero construction waste diverted to landfill: Standardization; Designing the scheme to maximise repetition in unit sizes.

The approach to benchmarking embodied carbon will inform the decision-making process identifying materials or systems that contribute to a building's embodied greenhouse gas emissions and prioritise materials that make the most difference and highlight materials solutions or alternative designs that have the biggest impact. Details of a strategy for benchmarking embodied carbon could be a condition.

The proposal would make a positive and proactive contribution to the City's objectives and is, subject to the ongoing decarbonisation of the electricity grid and the ability to connect into a district heat network, capable of becoming Net Zero Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Effect on the Local Environment/ Amenity

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

Daylight, Sunlight and Overshadowing

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

An assessment of daylight, sunlight and overshadowing used specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. It made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The daylight and sunlight received at Macintosh Mill, Chorlton Mill and Cambridge Mill, 1-39 Clarendon Street, 21-27 Newcastle Street, 2-72 (even) Rockdove Avenue and 55-95 (odd) Rockdove Avenue were assessed. Only sensitive windows facing the site were modelled. The baseline is the site in its current condition.

The assessment has scoped out other developments at Premier Inn and student accommodation at Parkway Gate, New Medlock House, River Street Tower and Student Village on Lower Chatham Street as they are occupied on a temporary and short-term basis, rather than used as permanent residences.

Schemes under construction and with permission have been considered within a separate assessment of the cumulative impact.

Demolition and Construction

Effects would vary throughout the demolition and construction phase and the effects would be less than the completed scheme.

Daylight Impacts The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive and can comprise a series of 3 tests. 2 of these tests Vertical Sky Component (or VSC), Daylight Distribution (NSL) have been carried out in relation to this proposal.

VSC considers how much daylight is received at the face of a window by measuring the percentage of sky that is visible from the centre of a window. The less sky that can be seen means that less daylight would be available and the less well-lit the room would be. To achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

The NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants. This allowance would result in the setting of an alternative target of 21.6% for NSL- measurements in excess of this value are considered to be an acceptable tolerance given the sites context.

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be inadequately lit, but there is a greater chance that the reduction would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures as this would not be noticed by the occupier. Therefore an alternative target of 21.6% has been set for VSC and measurements in excess of this value are considered to be an acceptable tolerance given the sites context.

For the purposes of the impact analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The existing cleared site means that buildings that overlook it have received unusually high daylight levels in a City Centre context. This does not represent a typical baseline situation of a densely developed urban environment.

The Guidance acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built.

The assessment has been based on some assumptions as to the size, arrangement, and use of the rooms behind the neighbouring windows. Some assumptions have been informed by getting particulars available from the internet, lease plans available from Land Registry, and from Planning Applications.

The extant permission at the site is not material to this assessment.

Operational Effects – Daylight

With the development in place Macintosh Mill 126/136 (93%) of windows and 80/84 rooms would meet the 21.6% targets; Chorlton Mill 176/180 (98%) of windows and 86/86 (100%) of rooms would meet the 21.6% targets; Cambridge Mill 95/95 (100%) of windows and 74/78 (95%) of rooms would meet the 21.6% targets; 21-27 Newcastle Street 10/10 (100%) and 4/4 rooms (100%) would meet the 21.6% target ; 23-29 Clarendon Street 87/106 (73%) of windows and 52/106 (49%) of rooms would meet the 21.6% targets; Rockdove Avenue (2-72 and 55-95) 114/114 windows and 114 rooms would meet the 21.6% alternative target;

Within Macintosh Mill there are 10 windows (7%), serving four presumed Lounge Kitchen Diners (LKD's), which would not achieve the VSC value of 21.6%. The impact upon these rooms is considered however to be of minor adverse impact significance, for the following reasons:

- All ten of the windows do not achieve the BRE's VSC target with the site in its current condition. This is because their outlook is restricted/limited by the remainder of Macintosh Mill, with mass both alongside and in front of the windows and the lowest of these windows are below pavement level. The low VSC values mean that in practice, any development of the site is likely to result in VSC reductions which, even if small, result in an inflated magnitude of change;
- All four rooms affected experience negligible reductions in daylight distribution / NSL;
- All four rooms are served by multiple windows, mitigating the effect of reduced VSC (as compared to a room served by a single window).

Four rooms (5%) would experience a reduction in NSL that would be noticeable to the occupants, however reductions are limited to Low magnitudes of change, with all four of these rooms served by a window achieving the alternative target.

Within Chorlton Mill 4 windows (2%) serving LKDs – and each of significantly limited capacity to receive daylight by the large chimney of Chorlton Mill - which would not achieve the alternative VSC value of 21.6%. These windows would also experience a reduction of between 20% and 30% VSC. The impact upon these rooms is considered to be negligible and non-significant impact significance for the following reasons:

- Each room also receives daylight from three other BRE compliant windows; and;
- Each room experiences no reduction in daylight distribution within the room / NSL.

All 86 rooms appraised (100%) would experience no reduction or only negligible reductions in NSL.

Within Cambridge Mill Four rooms (5%) would experience a reduction amounting to a Minor magnitude of change, and one would experience a Moderate magnitude of change in NSL. All four of these rooms would however be served by a window exceeding the VSC target of 27%.

Within 23-29 Clarendon Street there are 32 windows (27%) which would experience minor to major VSC reductions however of these:

- 6 windows (5%) are very small, and it is probable that these serve non-habitable rooms such as WC or circulation space.
- 10 windows (9%) are set within a recess, with structure to the sides and above the window limiting capacity to receive daylight. It is also noted that within the current baseline site condition these windows already have a VSC of 6% or less in the meaning that even small reductions in VSC, typically of 3% VSC or less, can equate to a Moderate or Major magnitude of change. Further, major magnitudes of change are limited to these windows set within a recess.

Considering the likely use of these rooms as LKDs or bedrooms, the impact significance upon these windows ranges from negligible and non-significant (6 windows-5%) to minor to major adverse (10 windows -9%).

The remaining 16 windows (13%), assumed to serve LKDs and bedrooms, are all located at 5th floor level, below projecting eaves. The impact of the eaves is such that even modest reductions in VSC (all of under 6%) to these 5th floor windows would result in impacts which are considered to be minor or moderate. Overall, the impact significance upon these windows is considered to be minor-moderate adverse.

Overall, 52 rooms (49%) would experience no reduction or negligible reductions in NSL. 26 rooms (25%) would experience reductions NSL amounting to a Minor magnitude of change.

There are 28 rooms that would experience moderate or major reductions in NSL. Of these:

- 8 rooms are located on the 5th floor, beneath the projecting eaves that limit the extent to which the sky is visible from within the room.
- Of the remaining 20 rooms, 13 are located within a recess or adjacent to projecting structure, increasing their sensitivity to reductions in sky visibility.

On balance, it is considered that the significance of impact from the proposed development on the adjacent properties would be negligible to non-significant for Macintosh Mill, Chorlton Mill and Cambridge Mill (all Cambridge Street) , 21-27 Newcastle Street, 2-72 (even) Rockdove Avenue and 55-95 (odd) Rockdove Avenue and minor moderate adverse for 1-39 Clarendon Street. These impacts are not considered to be significant in terms of EIA regulations.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

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

Where sunlight is reduced by over 20%, it does not automatically mean that sunlight would be insufficient but the loss may be more noticeable. This allowance would again result in the setting of an alternative AP SH targets of 20% and 4%. The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations.

As it has not been possible to determine all of the room uses within each of the main neighbouring properties, nor is it clear which window should be considered as the 'main windows' for the purpose of the AP SH sunlight assessment, in Quantum Apartments all rooms with windows facing 90 degrees south have been considered in the assessment. As many of the rooms are served by multiple windows or are dual aspect the results of the analysis have been done on a room by room basis.

With the development in place the Rockdove Avenue properties, 23- 39 Clarendon Street or 21-27 Newcastle Street are not key sunlight receptors because of the relationship of their windows to the proposal. The site is to the north of 23-39 Clarendon Street and 21-27 Newcastle Street, and to the north east of the Rockdove Avenue. As such they do not receive sunlight across the site.

Sunlight - Operational Effects

At Macintosh Mill 50/66 (76%), Chorlton Mill 81/86 (94%) and Cambridge Mill 4/78 (94%) rooms would meet the BRE targets.

For Macintosh Mill, 2 rooms assumed to be bedrooms, would continue to achieve an annual AP SH in excess of the BRE target and residual Winter AP SH would meet the alternative target.

10 rooms would continue to achieve an annual AP SH in excess of the BRE's target or meet the alternative target, but not the winter AP SH target. Of these 6 bedrooms would experience a high magnitude of change and of low sunlight sensitivity. The impact significance upon the Winter sunlight on these 6 rooms would be moderate - minor adverse. The impact significance upon the Annual AP SH of these rooms would however be Negligible.

4 rooms (6%) that would experience a high magnitude of change to Winter AP SH are LKDs and of high sunlight sensitivity. The impact significance upon the Winter

sunlight amenity of these 4 LKDs would be concluded as being Major adverse. The impact significance upon the Annual APSH of these rooms is considered to be Negligible.

4 bedrooms located at lower ground level would achieve neither of the BRE's Annual or Winter APSH targets, and also experience a magnitudes of change ranging from Minor to Major. Given the lower sensitivity of these bedrooms, the impact upon the sunlight amenity can be concluded as moderate – minor adverse.

The impact significance upon the majority of the building is considered to be negligible and non-significant. For those rooms with a minor or moderate adverse impact, their location below ground level or situated adjacent to other parts of Macintosh Mill inherently limits their capacity to receive direct sunlight, particularly in winter. Year round, the significant majority of the rooms would achieve BRE APSH values (25% and 5% respectively) or the 20% / 4% alternative targets. Low Winter and/or Annual APSH values in the current condition suggest that any development of the neighbouring plots of the First Street Masterplan are likely to impact upon the sunlight of these rooms. Overall the impact on this building would range from non-significant to limited (4 rooms / 6%) moderate adverse.

4 bedrooms would achieve the BRE's Annual APSH target but would not do so for winter when they would experience a major magnitude of change. As these are sensitive the impact would be minor adverse. All four bedrooms are close to a projecting part of Chorlton Mill south of the windows which limits the amount of winter sun and all achieving the minimum required for BRE compliance. Bedrooms are considered to be of low sunlight sensitivity.

Given high BRE compliance and the limitations of the small number of low sensitivity rooms that do not, the impact would be negligible and not significant

For Cambridge Mill 2 rooms would continue to achieve an annual APSH in excess of the BRE target. The winter values would be comply with the alternative and the impact would therefore be negligible and not significant.

2 rooms would continue to achieve the BRE's Annual APSH target but would not be within 4% Winter APSH target. The reduction would be of minor magnitude as both rooms are close to a projecting part of Cambridge Mill to the south of the windows. This significantly limits the amount of winter sunlight they receive. The rooms are overall well sunlit, on account of their Annual APSH values exceeding the BRE targets.

On balance, it is considered that the impact significance of the proposed development on this building as a whole would be negligible and non-significant.

Sunlight to open spaces

Open spaces should retain a reasonable amount of sunlight throughout the year and at least 50% of a garden or amenity area should receive at least two hours of sunlight on the 21st March. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on the 21st

March. Existing open spaces should receive at least two hours of sunlight on the 21st March on at least 50% of their area or at least 0.8 times the former area receiving two hours of sunlight.

The sunken courtyard / amenity area of Macintosh Mill would experience a negligible reduction in the area required to be assessed under the BRE requirements for sunlight to amenity areas. James Grigor Square located to the north west of the site is too far away from the site for its sunlight amenity to be materially affected by the proposed development. External areas to the south of the site (Newcastle Street and Clarendon Street) have not been assessed due to their orientation.

For the proposed scheme four of the five areas would pass the BRE's time in sun test, all four areas receiving direct sunlight for at least two hours per day to at least 50% of their area.

Effects in relation to daylight, sunlight and overshadowing would vary throughout demolition and construction. Those effects, which may be perceptible during construction, would be similar or less than those of the completed proposal with cumulative schemes set out below.

Cumulative Effects

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout demolition and construction. Those effects, which may be perceptible during construction, would be similar or less than those of the completed proposal with cumulative schemes set out below.

Completed Development

Having researched and considered the location and massing of other property developments within the vicinity of the application site many can be scoped out of any cumulative assessment as due to their massing and relative location they would not have any material cumulative daylight and sunlight impact on any of the neighbouring buildings and external spaces. However, the massing of the following neighbouring approved property developments: Plot 9 First Street (App ref no 121462) and Hotspur Press (120635) have been considered as key neighbouring receptors and have been evaluated as part of the cumulative review.

Daylight Impacts

In terms of NSL, there would be no material extra over impact as a result of cumulative developments, with the same numbers of rooms experiencing Negligible, Minor Moderate and Major magnitudes of change in the Proposed Condition.

There would be a small number of windows to the following buildings that would experience an extra over reduction in daylight amenity: Macintosh Mill, Cambridge Street; and Chorlton Mill, Cambridge Street.

Whilst the windows of Macintosh Mill would experience an extra reduction in daylight amenity cumulatively this would be non-material and nonsignificant. Cumulatively 125 windows (92%) would achieve the BRE target, or the alternative 21.6% target, and 78 rooms (93%) would experience a Negligible magnitude of change to NSL, with six rooms (7%) experiencing a Minor magnitude of change, the same figures as with the proposed development. 90 windows of the 136 appraised would achieve the BRE's Targets. 1 extra window, serving a bedroom, would experience a non-BRE compliant impact cumulatively. The magnitude of change experienced by this window is moderate in both with the proposals and cumulatively, however the slightly larger reduction in VSC means the window would fall just outside of the alternative target. The additional impact upon this window is the result of the development proposed for Plot 9. On account of the room's use as a bedroom, the cumulative impact significance upon this room would be Minor Adverse. However, considering the building as a whole, the extra impact cumulatively is negligible and non-significant.

The windows of Chorlton Mill would experience a small extra reduction in daylight amenity. 171 windows of the 180 appraised would continue to be BRE compliant. 5 windows, serving LKDS, would experience a material extra impact cumulatively. These windows are each located centrally behind the chimney of Chorlton Mill, and cumulatively would be impacted upon by the presence of the proposed tower of Hotspur Press. Notwithstanding this each of the rooms is served by multiple other windows that do not experience a material extra effect cumulatively. Further, each of the rooms would continue to experience a negligible reduction in NSL. On that basis the extra impact cumulatively upon these rooms and the building as a whole can be concluded as being negligible and non-significant.

There would be no material extra over or cumulative adverse impact on the sunlighting conditions to any of the sunlight receptors.

External Areas.

Cumulatively there would be no extra over impact upon the External Amenity area associated with Macintosh Mill. The additional cumulative massing would be located to the west and to the north of the amenity space, and is therefore would have no material impact. For the same reason noted above regarding the Macintosh Mill external amenity area, there would be no extra cumulative impact upon external amenity areas of the proposed development.

Mitigation /Additional Considerations

The following matters are however important in the consideration of this matter:

- In recognition of Macintosh Mill's residential use and proximity to the Site, the massing of the proposed development has evolved during the design process. Prior proposals for the Site have been reduced in height at the corner of Wilmott Street and Hulme Street, located closest to the Macintosh Mill, with a view to reducing the impact upon daylight and sunlight to the neighbouring building and lessening the visual impact of the Proposed Development.

- When considering the effects of the Proposed Development with minor and moderate impact significance, many of these windows and rooms are limited in their capacity to receive daylight and sunlight, due to their relationship with the massing of their own building. Examples being windows set within recesses at Clarendon Street, below pavement level at Macintosh Mill, or to the north and in close proximity to a projecting part of the same building, as at Chorlton and Cambridge Mill.
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, there will be less natural daylight and sunlight than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city housing;
- The site is within the City Centre and designated for high density development;

It is considered that that the above impacts have been tested and perform reasonably against the BRE guidelines. Whilst there would be some minor to moderate adverse impacts, the majority of adverse impacts are to hotel bedrooms. The overall effect on daylight and sunlight is considered to not be significant in terms of the EIA regulations.

Wind

The wind environment can impact on comfort and safety in the public realm. Adverse changes should be designed out or minimised by mitigation. A Wind Microclimate report tested the impact on people using the site and the surrounding area by wind tunnel testing of a physical scale model and the industry standard Lawson criteria. To ensure the tests are conservative, semi-mature trees were modelled in winter format as were existing trees.

The assessment concluded that the wind environment could be affected and landscaping and building design features have been developed including: a single-storey pavilion extending from Building D; deciduous trees with substantial retained solidity in winter; (with bare branches) around the podium and local streets; a 2.0 m high solid screen around Building A's west corner, porous, screens extending out from south side of the Building D pavilion, 50% porous, screen extending out from Building D, 50% porous, screen around the dog exercising area.

In addition, the results from the wind tunnel tests were applied to help define the podium-level areas which will be inaccessible, including the windiest areas, and focus outdoor seating areas unaffected by unacceptable wind levels.

With the above mitigation in place the following is noted:

Thoroughfares – Conditions would be suitable for pedestrian access to, through or past the site and the effect is negligible.

Building Entrances- The main entrances are located away from areas of potential accelerated winds or are locally sheltered and would be suitable for pedestrian ingress / egress. The effect is therefore considered negligible.

On site Amenity Spaces - The ground floor pedestrianised space cutting through the site experiences a range of conditions. The northern route between Buildings A and D, is suitable for at least leisurely strolling. The central space and route between Buildings B and C are suitable for general recreational activities, including periods of sitting or standing from spring through autumn, and would be considered suitable for children's play spaces. Much of these spaces extend these conditions into winter.

The north-eastern area is surrounded by the podium on three sides. The conditions would be considered suitable for café outdoor seating.

A majority of the podium-level amenity space on the south side of Building A is suitable for recreational activities including long periods of outdoor sitting.

Conditions in the southwest of the space would be too windy for sedentary uses. Given the extent of space enjoying suitable conditions for outdoor seating, this effect is considered no worse than minor adverse.

The podium-level amenity space on the northwest side of Building B and the majority of the podium-level amenity space on the south side of Building D would be suitable for recreational activities including long periods of outdoor sitting, such as for café outdoor seating. Conditions in the southeast of the space would be too windy for outdoor seating but are suitable for pedestrians. Given the extent of suitable space for outdoor seating, this effect is considered no worse than minor adverse.

The small dog-exercising area is suitable for active recreational uses, though conditions for short periods of sitting would be limited. Overall, conditions are expected to be tolerable for planned uses and this effect is minor adverse.

Surrounding Area - Conditions on surrounding streets would remain suitable for leisurely strolling and pedestrians and the impact is negligible. Conditions around main entrances to surrounding buildings and at the bus stop on Medlock Street would be acceptable.

Amenity Areas: Conditions within the central courtyard within the Parkway Gate student residence would be slightly enhanced and remain suitable for recreational activities including short periods of sitting or standing. As for existing Site conditions, the existing landscaping features, not represented in the wind tunnel, have potential

to alleviate the winds to an extent the conditions would be considered suitable for long periods of outdoor sitting, such as for picnics, during at least summer. The sunken courtyard within Macintosh Mills, to the north of the Site, retains suitable conditions for associated recreational activities, including outdoor seating from spring through to autumn. The effect on surrounding amenity spaces is therefore considered negligible.

Cumulative Effects

The pedestrian level wind conditions in and around the Site, have also been assessed with the introduction of the future approved developments within the surrounding area.

The cumulative consented schemes were modelled for Plot 9 a+b, including plot 11 as proposed using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing. This was, combined with adjusted meteorological data from Manchester Airport. It concluded that the intended uses remain acceptable with both developments in situ.

The wider cumulative effect on pedestrian safety and comfort is therefore considered negligible. No significant additional construction effects over and above those for the completed development are expected.

Air quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is within an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of surrounding roads. Residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

Good on site practices would ensure dust and air quality impacts are not significant and should remain in place during the construction period and should be a condition. Arrivals at and departures in operation may alter the use of the local road network. Detailed atmospheric dispersion modelling has been undertaken for the first year of operation and impact is considered to be 'negligible'. The premises would have air tight windows and mechanical ventilation.

600 cycle spaces are proposed. A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions. All parking spaces would be useable by electric vehicles.

The implementation of these measures would ensure that the residual effects would not be significant. Pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use. Cumulative effects with other committed development would be negligible for both construction and operational phases

Noise and Vibration - A report concludes that internal noise levels would be acceptable subject to appropriate acoustic design and mitigation.

The mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

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

During the operational phase the proposal would not produce noise levels or vibration that would be significant.

Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition and provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

The potential noise impact within the public realm is considered to be negligible but a perimeter screen would be provided as part of the scheme which would provide reduce noise levels within the garden.

Telecommunications (TV and Radio reception and Broadband provision) –A Baseline TV Reception Report notes that the proposal could affect TV transmissions in the surrounding area; Terrestrial coverage for main services is generally of moderate quality in the shadow zone of the proposal and one location showed poor or no signal for six out of ten channels. Signal strength increases with the distance from the site. This could create small/moderate losses of signal strength and quality may result in noticeable interference especially in dwellings located concurrently within 1km from the development and within its shadow zone.

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

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

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

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

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

Archaeological issues - Any archaeological interest has been removed by previous archaeological investigations.

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

The site contains no statutory nature conservation sites; none are within 2km of the site and none likely to be directly affected by its development. There are three non-statutory SBI sites within 2km of the Site which are all situated upstream and 1.4km or more away. Impacts on these sites are unlikely as there are no direct links. The habitats and plant species recorded within the Site are widespread and common throughout the UK and Greater Manchester.

The site provides low quality foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of the vegetation during construction and increased lighting post-construction would have a negligible impact on the conservation status of bats. There are indication of foraging behaviour at the River Medlock corridor and it is unlikely bats would commute to or across the site. Some areas of dense scrub and trees provide nesting habitat for birds, including some of conservation concern, and disused magpie nests were noted in some trees. All site clearance should be undertaken outside of the bird breeding season.

There are opportunities to maintain and enhance the biodiversity on the site, and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to the wider existing and developing green/blue infrastructure. The proposal would include a significant quantum of green infrastructure along with a bio –solar green roofs and an increase of tree cover. This would provide an opportunity to secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report and should be a condition. The new species proposed would be either native, or benefit the local ecosystem. Artificial habitat features are proposed such as insect boxes; planting to include nectar- and pollen-rich plant species to support pollinators, along with known food plants for butterfly and moth caterpillars; plants of differing structures and growth forms all of which would provide habitat for a range of different invertebrate species; use of plant species selected should take account of the specific environmental conditions of the site post-development including potential for shading, increased wind effects and drought along with any public use and maintenance requirements over the long-term; inclusion of green walls; and inclusion of biodiverse and green/brown roofs with at least a proportion in an undisturbed location to provide opportunities for foraging by black redstart and other bird species local to the area. The development would therefore result in a net gain in Biodiversity.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created across the site with the Park and Public Square as a focus. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to greater ecological value.

The design of the proposed public realm has been considered in relation to mitigating impacts on climate change as well as improving biodiversity. Soft landscaping can provide climate change benefits in its own right:

- Carbon sequestration (CO₂ offsetting) from the planting of new trees, a net 118 addition.
- The planting and provision of public amenity space will support the Sustainable Drainage Systems (SuDS), by means of interception and transpiration.
- The increase of c.118 trees on the Site would increase shade within the local area and evapotranspiration from the trees and planting would also mitigate the urban heat island effect. The height massing of this scheme has been specifically designed to allow for the movement of air throughout the development and surrounding area, thereby further reducing the urban heat island effect.

The Ecology report recommends that lighting should be sensitively designed to provide opportunities areas within the site for use by bats and moths.

Waste and Recycling - Each building would have a ground floor refuse store linked to the refuse chute. The refuse chutes would be located in the core and accessed from every accommodation level. This would contain a colour coded tri-separator compaction machine to enable residents to recycle pre-sorted separate waste streams which are then deposited into separate 1100L Eurobins. The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments. Compacted General Waste will be collected by a private service.

The bins would be accommodated within the buildings, and only taken out to the designated street a short time before the agreed collection and returned shortly after. The refuse collection strategy would be part of the Resident Management Strategy which would be covered by the legal agreement. The waste would be collected by Manchester City Council on a weekly basis.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) - The River Medlock appears by Cambridge Street 145m to the north, flows beneath Gaythorn Gasworks and reappears 235m to the northwest at City Road East. The site is in Flood zone 1 and is low risk site for flooding from rivers and from all other sources, with the exception of groundwater flooding which has a medium-low risk. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off. Measures to mitigate and manage current and future potential flood risk include; a drainage system designed so that there is no flooding to the proposal in a 1 in 30 year event and so that there is no property flooding in a 1 in 100 year plus 40% climate change event; any integral water storage will be sized for climate change based on the recommendations in the current advice from the Environment Agency; Surface water flow rates would be reduced to 50% of the existing brownfield rates; where possible, the use of 'green' SuDS solutions such as green roofs, infiltration trenches and swales and infiltration drainage incorporated into tree pit design, to improve onsite interception and reduce

the total amount of run-off generated by the site; the proposal would be drained via the proposed drainage networks and as much of the new hardstanding as possible will be porous, which would reduce surface water run-off; and floor levels would be set above surrounding ground levels.

The porous pavements would reduce the risk of overland flow, slow the discharge rate of water into the public drainage network and reduce the initial discharge of water from the site during storm events. A further benefit from the use of porous pavements would be improvements in the quality of the water passing through these.

The mitigation during the construction and operational phases would ensure that the effect of the proposal on flood risk and surface water run-off would be low.

No significant cumulative effects have been identified. All other developments within the surrounding area would have to provide sufficient drainage to ensure that: surface water discharge rates are reduced compared to existing brownfield rates; and flooding will be carefully controlled and kept within individual plot boundaries

Contaminated Land Issues – The site is in an urban environment where industrial activities have taken place over time. The site has historically been utilised for a number of potentially contaminative land uses which includes a coal yard, engineering works and garage. Off-site potentially contaminative uses include the former Gaythorn gasworks and rubber works located to the north of the site. Some of the pre-commencement conditions on the previous residential consent were discharged and this included agreement of a detailed remediation strategy. The implementation of this would be a condition of any consent granted.

Disabled access – All apartments will meet Building Regulations Part M4(1), - Visitable dwellings, and requirements for accessibility for all visitors in DFA2. Just over 10% (149 units) of the shared-living rooms / studios would be fully accessible or adaptable for a disabled person. 10% of the apartments would be adapted with adapted rooms in some of the units with more than 1 bedroom.

Entrances would be flush and step free. Revolving doors would have accessible power access side doors provided. The entrance to the apartment lead directly to the circulation cores and each has three or two passenger lifts. All residential units are located along wheelchair accessible routes.

On site 24 hour management would be located adjacent to the entrance with good visibility for security, deliveries, and can assist visitors and residents if required. Within the car park Low level bike stands would be provided.

The external lighting would ensure that routes are adequately lit during daylight hours and after dark. Trees and furniture would be located and designed to keep pedestrian routes free from hazards.

Vehicular 'drop-off' points would be provided on Hulme St, Wilmott St and Newcastle St. These are incorporated into the landscape design located near the entrances for each Building.

10 parking spaces are designated as disabled sized 4.8 x 3.6m and would be located within 50m of the main entrances of Buildings.

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

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

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

Socio- Economic Impacts / Human Health - During the construction phase, approximately 541 full time equivalent (FTE) (including supply chain) jobs would be created at the site.

Local expenditure would also increase during the construction phase as construction workers use of local facilities. On completion the site could accommodate up to 2,224 people. The expenditure by residents should have a positive economic impact and help to sustain the economic viability of local services and facilities

Approximately 30 direct FTE jobs would be required to run the development. This job creation is considered to result in a permanent, minor beneficial effect on the local economy. There are 10 GP surgeries and 5 dental surgeries within one mile of the Site who are accepting new NHS patients. It is considered that the majority of the additional demand could be absorbed by the existing healthcare facilities.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can offer multiple benefits if its ecosystems are healthy.

The external amenity spaces, green roofs wider public realm should improve biodiversity and enhance wildlife habitats that could link to established wildlife corridors between the Medlock Valley and the City Centre. The provision of bat boxes and bricks, bird boxes and planting would be investigated through planning conditions.

Climate Change adaptation and mitigation and minimising embodied carbon have been central to the design development. Benchmarking of Embodied Carbon would inform the next stages of design and inform decisions about, building sub-structure, superstructure and façade and minimise construction waste.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

The majority of journeys should be by public transport and active modes, supporting the climate change and clean air policy. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals would include measures which could mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community.

In particular, the proposal would:

- Seek to maximise social interaction amongst residents;
- Would create a destination for the local community within the ground floor health & wellbeing centre and café and extensive public realm;
- Promote regeneration in other areas of the City Centre and beyond;
- Not harm the natural environment and reduce carbon emissions through design. The local labour agreement would provide job opportunities for local people.
- Help to reduce crime with increased passive surveillance from active ground floor uses and overlooking from residents;
- improve linkages between the City Centre and increase the attractiveness of routes within First Street for pedestrians;
- Provide access to services and facilities via sustainable transport;
- Not result in any adverse impacts on air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Would not have a detrimental impact on protected species;
- Would regenerate previously developed land with limited ecological value in a highly efficient manner; and

- The public realm will bring a new place for people to gather in which to relax, socialise and enjoy.

Cumulative impacts - A cumulative impact assessment has considered whether there are any significant major, moderate, minor or negligible impacts on the environment during the construction and operational phases of development.

During construction there could be some minor / moderate adverse and minor / major adverse impacts on neighbouring residential properties which would be short term arising from noise and vibration potential dust impacts during construction works. This would not be significant provided appropriate mitigation is put in place. There would be no significant effects on the highway network to local streets and key roads (construction and operational)

In combination wind impact effects would be minor to moderate beneficial. Daylight and sunlight impacts would be minor adverse overall.

In combination visual and socioeconomic impact effects would be minor to moderate beneficial.

The impacts relating to the construction phase are temporary and predictable. The cumulative effects of the operational phases would not be unduly harmful.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning condition. Overall given the densely developed City Centre location with mitigation as described in this Report it is considered that there will be no unduly harmful cumulative impacts as a result of this development.

Response to Councillor Comments- The majority of the comments are covered in the Report above however the following is also noted:

There is no policy requirement to provide social and community infrastructure for a particular number of residents. The proposal amenity provided would be available to occupants and local residents. A healthcare facility will be provided as part of the nearby development at Great Jackson Street.

The 624 apartments previously approved could have contained 1970 residents i.e. 300 less than the current scheme and not over 1600 as suggested by Cllr Johns. On a gross internal area per occupant basis, this proposal would exceed the Manchester Space Standards within the consented scheme. The proposal would provide an average of 35 sq. m per person which is 25% larger than the 28 sq. m per person provided by the permitted scheme. Compared with the Manchester Space Standards within 3 bed 3 person apartments there would be 17% additional space for residents, within a 4 bed 4 person 26% and a 5 bed 5 person 29% of additional space.

The principle of Co-living in the City was endorsed by the Executive in July but on a limited basis and in a limited number of locations, First Street was one of the

locations where it was considered to be acceptable. People will live in the building, some on a short term basis and some on a longer term basis. The majority of units would be space standard compliant and their occupancy would be very similar to others who rent apartments in the City Centre. Many of those who choose the short term options may already occupy short term space in hotels or serviced apartments in the City Centre.

There is no evidence to suggest that residents in a co-living scheme would be likely to cause more anti-social behavior than those living elsewhere. The difference here is that there would be a 24 hour management presence to manage any anti-social issues. .

The approval of a previously lower building does not preclude consideration of a taller building on a site.

Response to Objectors Comments

- Noise would be managed via the on-site operations being undertaken in line with MCC's required working hours of construction sites of 0730 to 1800h Monday to Friday and 0830 to 1400h on Saturday and with no work on Sundays or Bank Holidays. The construction activity will be for a temporary duration.
- There is a need to carefully balance the development of the proposals from the point of view of ground floor activation and sustainability. Any development requires plant, bin stores and cycle stores which can lead to less active frontages if housed at ground level. Putting the plant, car parking and cycle storage in a basement is 2 – 3 times more carbon intensive than that built above ground and on balance at odds with the objective of reducing embedded carbon. The development includes other measures to increase activation and vibrancy. The green wedge creates views onto the podium with high levels of planting and screening with trees. 62% of ground floor is a positive active frontage. Around Hulme, Wilmott and Charles St 34 trees are proposed, which help to screen the façade and add visual interest.
- The approval of a previous scheme with a lower height does not mean that greater scale and massing is not appropriate. The height and layout has been developed to enable the scheme to incorporate a significant, high quality public realm, which will be available for all members of the public to enjoy.
- The proposed only includes 26 vehicle spaces. The transport statement confirms that the proposals would not have a significant impact on the traffic network or vehicle movements. The site was previously in use as a 350 space car park which attracted a much greater number of vehicle movements. The emissions have been assessed and are acceptable. The significant green space, green roofs and trees will lead to carbon sequestration and would improve air quality.
- Rights of light are not a planning issue.

- The Applicant considers that a sense of community is critical to the success of the development. .
- The viability assessment has been independently assessed and verified and is robust and sound.
- Policy H12 is not an applicable policy consideration as the proposals are not for student accommodation.
- In terms of comments about capacity of services the EIA Assessment has identified these impacts as minor adverse which in EIA terms does not require mitigation, as noted within the relevant ES Chapter there is anticipated to be further new provision as part of the Crown Street development, and the consultation for Plot G in Great Jackson Street also outlined provision for a community medical use.
- A robust and proactive management strategy and implementation of the recommendations within the submitted Crime Impact Assessment will mitigate any potential anti-social behaviour problems and crime and disorder issues which might otherwise be associated with a development of this scale and nature.

Legal Agreement

Any Planning Permission would be subject to completion of a Section 106 Legal Agreement the Heads of Terms of which have been outlined above but include restrictions on the length of occupancy / tenancies within the studio units. In terms of the Management Agreement this would be based on the submitted Residential Management Strategy which sets out the managerial practices and procedures that would be implemented.

Covid 19 Potential Impact on Co-Living Developments

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare

provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Conclusion

The proposal would deliver the vision, objectives and development principles contained within the First Street East SRF which would include the delivery of place making objectives and substantial public realm. This would, along with the recently approved office development on Plot 9 continue the process of establishing this new City Centre Neighbourhood.

The proposals would deliver a sustainable, high density, high quality and accessible residential model that will widen accessibility to city centre living right within an employment hotspot and reduce pressure on transport and traffic. The proposals will offer an alternative to the suburbs and potentially release suburban family housing back into the market for its original purpose.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of the adjacent Listed Mill Buildings, or the Whitworth Street and Castlefield Conservation Areas.

There would be a degree of less than substantial harm but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

Subject to the S106 agreement the development would be consistent with the Core Strategy, saved UDP policies and the NPPF.

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

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

Recommendation : MINDED TO APPROVE (subject to a legal agreement in respect of the Heads of Terms set out above)

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application. There have also been ongoing discussions about amending the development to secure an appropriate mix and size of unit types to align with emerging co-living policy and MCC Housing policy, responses to consultee comments and the scope and heads of terms of the S106 agreement which would support the determination of this application.

Conditions to be attached to the decision

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

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

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

a. Dwgs 10266-Z0-A-G100-XP-XX-99001 (GA Site Plan - Existing Site Plan), 10266-Z0-A-G100-XP-XX-99002 (GA Existing Site Location Plan) and 10266-Z0-A-G100-XP-XX-99003 (GA Site Plan - Existing Site Plan - Gas Easement Location);

b. Dwgs 10266-Z0-A-G100-EL-EE-99001 (East Elevation) P01, 10266-Z0-A-G100-EL-EE-99002 (Central East Elevation) P01, 10266-Z0-A-G100-EL-EN-99001 (North Elevation) P01, 10266-Z0-A-G100-EL-ES-99001 (South Elevation) P01, 10266-Z0-A-G100-EL-EW-99001 (West Elevation) P01, 10266-Z0-A-G100-EL-EW-99002 (Central West Elevation) P01;

c. Dwgs 10266-Z0-A-G100-PL-00-99001 (GA Site Plan - Ground Floor Plan) P01 as amended by P51 and P52 of Brochure 10244-SHP-A-RP-PA-006 Rev 01, 10266-Z0-A-G100-PL-01-99001 (GA Site Plan - First Floor Plan) P01, 10266-Z0-A-G100-PL-02-99001 (GA Site Plan - Second Floor Plan) P01, 10266-Z0-A-G100-PL-10-99001 (GA Site Plan - Level 10 Floor Plan) P01, 10266-Z0-A-G100-PL-17-99001 (GA Site Plan - Level 17 Floor Plan) P01, 10266-Z0-A-G100-PL-21-99001 (GA Site Plan - Level 21 Floor Plan), 10266-Z0-A-G100-PL-25-99001 (GA Site Plan - Level 25 Floor Plan), 10266-Z0-A-G100-PL-44-99001 (GA Site Plan (Level 44 Floor Plan) P01, 10266-Z0-A-G100-PL-RF-99001 (GA Site Plan - Roof Plan) P01, 10266-Z0-A-G100-PL-TY1-03-09-99001 (GA Site Plan - Typical 1 - Levels 03-09) P01, 10266-Z0-A-G100-PL-TY2-11-13-99001 (GA Site Plan - Typical 2 - Levels 11-13) P01, 10266-Z0-A-G100-PL-TY3-14-16-99001 (GA Site Plan - Typical 3 - Levels 14-16) P01, 10266-Z0-A-G100-PL-TY4-18-20-99001 (GA Site Plan - Typical 4 - Levels 18-20) P01, 10266-Z0-A-G100-PL-TY5-22-24-99001 (GA Site Plan - Typical 5 - Levels 22-24) P01, 10266-Z0-A-G100-PL-TY6-26-43-99001 (GA Site Plan - Typical 6 - Levels 26-43 P01);

d. Dwgs 10266-Z0-A-G100-SC-XX-99001 (GEA Area Schedule) P01 to include kitchen areas and facilities as shown on pages 12,15,16,18 and 19 of Brochure 10244-SHP-A-RP-PA-006 Rev 01;

e. Dwgs 10266-Z0-A-G100-SE-AA-99001 (Section AA) P01 and 10266-Z0-A-G100-SE-BB-99001 (Section BB P01);

f. Dwgs 10266-Z0-A-G251-DE-XX-99001 (Detail Elevation Type 1 - Double Glazed Unit (Light Frit)), 10266-Z0-A-G251-DE-XX-99002 (Detail Elevation Type 2 - Double Glazed Unit (Dark Frit)), 10266-Z0-A-G251-DE-XX-99003 (Detail Elevation Type 3 - Podium Terracotta Façade), 10266-Z0-A-G251-DE-XX-99004 (Detail Elevation Type 4 - Podium Curtain Walling) and 10266-Z0-A-G251-DE-XX-99005 (Detail Elevation Type 5 - Building C Base);

g. Dwgs M90183 L100 Landscape Masterplan Revision A, M90183_L200 General Arrangement Plan (Sheet 1 of 3) Revision A, M90183 L201 General Arrangement Plan (Sheet 2 of 3) Revision A, M90183 L202 General Arrangement Plan (Sheet 3 of 3) - Revision A and M90183_Landscape Design Statement - Revision 02;

h. Dwgs M90183 SK001 Car Club Location Plan, M90183_SK002 Trees in Ground / Planters Plan, M90183SK003 Two Metre Pavement Clearance Plan and M90183 SK004 Smoking Bins Plan;

- i. Vectos, Waste Strategy Report, VN91423, December 2019;
- j. Simpson Haugh's Design and Access Statement Sections 4.1, 4.1.12 and 5.6;
- k. Inclusions of measures and targets set out Element Sustainability - FIRST STREET SOUTH, MANCHESTER, ENVIRONMENTAL STANDARDS STATEMENT, JANUARY 2020, REF: 2019.163
- l. Plot 11, First Street South, Manchester, DESIGNING FOR ACCESSIBILITY - ACCESS STATEMENT, 10266-A-RPT-BC-AD-M-001 Date: 1st May 2020 and M4(2) Accessible Schedule- 10266-Z0-A-G100-SC-XX-99002 by Simpson Haugh
- m. Implementation of Broadband installation in accordance with Broadband Connectivity Assessment Downing Property Services Limited, First Street South, September, 2019 by Pager Power;
- n. Air Quality Assessment - Mitigation set out within ES Appendix 6.2 paragraph 6.13 and on the basis that the agreed mitigation measures set out in the Air Quality Assessment Report (above) shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.
- o. Measures and recommendations within FLOOD RISK ASSESSMENT & DRAINAGE STRATEGY REPORT, The Alan Johnston Partnership LLP Ref: FSS-AJP-ZZ-XX-RP-C-3000 dated 30-04-20;
- p. Pager Power, Television and Radio Baseline Survey Report First Street South Downing Living (Manchester) Limited October, 2019 and mitigation measures set out within.
- q. Details within Transport Statement (sections 5 and 7) by Sanderson dated November 2019 as amended by Transport Statement Addendum by Sanderson dated 23-03-20; and
- r. Foundation Design - Groundwater Considerations Risk Assessment stamped as received on 14-07-20

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC19.1, DC20 and DC26.1.

3) Before development commences final details of any wind mitigation measures required to mitigate any impacts from the phasing of the development as agreed within the timetable for implementation in condition 5 below, including in relation to the development of Plots 9 and 10 within the First Street SRF shall be submitted to and approved by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - In interests of the amenity and safety of pedestrians using the areas adjacent to the development pursuant to policies SP1 and DM1 of the Core Strategy.

4) No development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), has been agreed with the Operator(2), in consultation with the Aerodrome Safeguarding Authority for Manchester Airport, and approved in writing by the City Council as local planning authority. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

5) Conditions 6 to 33 inclusive of this planning permission shall apply separately to the different phasing zones of the site as defined on the Phasing Site Wide Phasing Plan (Simpson Haugh): 10266-Z0-A-G100-PL-XX-99001 and Interim Landscaping Statement dated 01-06 20 by Deloitte Real Estate as relevant to that phase.

Prior to commencement of development a timetable for the implementation of each phase and the interim landscape treatments shall be submitted and approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt, the development can be delivered in any combination or sequence of Phases A, B and C as identified in this plan and the demolition of any on site structures and removal of hardstanding, on site vegetation, service diversions and removal of below ground obstructions is permitted prior to any pre-commencement conditions being formally discharged but will not constitute commencement of development.

Reason - For the avoidance of doubt, to allow the development to be carried out in a phased manner on a flexible basis and to allow scope for an appropriate level of site preparation works in advance of the full consent being implemented, pursuant to Policy DM1 of the Core Strategy

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

Samples and specifications of all materials to be used on all external elevations drawings to illustrate details of full sized sample panels that will be produced. The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

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

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

7) Prior to commencement of development a Strategy for the reduction of embodied carbon and how material circularity will be embedded within the process of material sourcing, design, construction and stewardship/ building management and how this will be monitored as part of the In depth Life Cycle analysis, shall be submitted to an approved in writing by the City Council as Local Planning Authority.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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

8) (a) The development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report (application ref no 111170): Plot 8 - First Street, Detailed Remediation and Verification Strategy, For: Ask Real Estate Ltd

Job No: 1011906, Doc Ref: 1011906.RPT.GL.006, Latest Revision: A Date: 09/08/2016 and Plot 8 First Street, Manchester, Supplementary Ground Investigation Report, For: Southside Regeneration Ltd., Job No: 1011906, Doc Ref: 1011906.RPT.GL.007, Latest Revision: - Date: 12/10/2016

(b) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation

Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy

For the avoidance of doubt an imported soils need to be validated in accordance with MCC criteria, 1 per 200m³ for Greenfield and 1 per 50m³ for brownfield, minimum of 3 samples per source.

(c) After completion of site works, and prior to occupation a verification report to validate that the work undertaken conforms to the remediation proposals previously approved as outlined in (a) above and that imported soils are validated in accordance with MCC criteria (1 per 200m³ for Greenfield and 1 per 50m³ for brownfield, minimum of 3 samples per source) shall be submitted and approved in writing by the City Council as Local Planning Authority.

9) Prior to the commencement of development, a detailed construction management plan (CMP) outlining working practices during development shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the CMP shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

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

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works as shown in Dwgs M90183 L100 Landscape Masterplan Revision A, M90183 L200 General Arrangement Plan (Sheet 1 of 3) Revision A, M90183 L201 General Arrangement Plan (Sheet 2 of 3) Revision A, M90183 L202 General Arrangement Plan (Sheet 3 of 3) Revision A and M90183_Landscape Design Statement - Revision 02; shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which

- demonstrably fully consider and promote inclusive access (including older and disabled people);
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;
 - (c) Details of the proposed tree species within the public realm including within (a) soft; and (b) hard landscaping to include proposed size, species and planting specification including tree pits and design (in compliance with City Centre Street Tree Standard) and details of on going maintenance;
 - (d) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
 - (e) Details of Bio Solar Green roofs;
 - (f) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);
 - (g) Street lighting around the site (which includes for consideration of older and disabled people) and which demonstrates clearly that any impacts on the River Medlock for bats would be negligible;
 - (h) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within the First Street SRF Area with Oxford Road Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);
 - (i) A management strategy for the external amenity areas including hours during which these areas would be open to residents;
 - (j) A building cleaning schedule;
 - (k) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and
 - (l) Details of on site management and security for the publically accessible areas of public realm;
 - (m) Location and number of cycle stands within the public realm;

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

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

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

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

In order to discharge the above drainage condition the following additional information has to be provided:

*Maximise use of green SuDS in design including the public realm (For the avoidance of doubt this should include details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces as set out in condition 8(d) and run off from the buildings) ;

*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

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

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

*Construction details of flow control and SuDS attenuation elements.

The development shall be constructed in accordance with the approved details within an agreed timescale.

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

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

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

13) Prior to occupation of the development a servicing and access strategy for the building including management of delivery and refuse vehicles, resident drop off and pick up and arrival and departure of residents, shall be submitted to and approved in writing by the local planning authority.

Servicing shall be carried out in accordance with the approved strategy plan.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (July 2012) and the safeguard potential HS2 related works.

14) The development hereby approved shall be carried out in accordance with the Element Sustainability FIRST STREET SOUTH, MANCHESTER, ENVIRONMENTAL STANDARDS STATEMENT, JANUARY 2020, REF: 2019.163.

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

15) Prior to occupation of

(a) The residential accommodation; and

(b) Each of the ground floor commercial units

a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

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

16) Prior to the commencement of the superstructure a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation shall be completed before any of the dwelling units are occupied.

The following noise criteria will be required to be achieved:

| | |
|--|---|
| Bedrooms (night time - 23.00 - 07.00) | 30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times) |
| Living Rooms (daytime - 07.00 - 23.00) | 35 dB LAeq |

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

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

17) Before each of (a) the residential accommodation and (b) each of the Class A3 (Cafe and Restaurant) use and D2 (Gym) units within Block B commences a scheme for acoustically insulating the ground floor commercial to ensure that there is no unacceptable level of noise transfer from the ground floor uses to the residential accommodation above shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

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

18) Before (a) the Class A3 (Cafe and Restaurant) use and (b) D2 (Gym) use commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

19) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the ground floor commercial unit shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance or documents which supersede this guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

20) Notwithstanding the TV reception survey prepared by Pager Power, October 2019 if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

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

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

In this condition a Local Benefit Proposal means a document which includes:

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

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

(c) When an End User has been Identified Prior to the start of the end-use of the development, a Local Labour or Recruitment Plan shall be submitted and approved in writing by the City Council which outlines the immediate and future staffing of the approved end-use.

(d) Details of the results from the End User Local Labour Proposal or Recruitment Plan shall be submitted to Manchester City Council within three months of occupation.

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

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

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

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

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

24) The development hereby approved shall be carried out in accordance with the Proposed Co-Living-Led Development First Street, Manchester Framework Travel Plan by Sanderson 27th November 2019 and Addendum 23rd March 2020. In this condition a travel plan means a document that includes the following:

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

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

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

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

25) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

26) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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

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

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

28) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

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

29) The windows within the podium and at ground floor facing the central public realm and private landscaped areas shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way unless they relate to service areas.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so

as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

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

31) Notwithstanding the details contained within condition 2 above , prior to the commencement of development a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (a) Loading bays on Hulme Street and Wilmott Street;
- (b) Amendments to the existing TROs to accommodate 2 Car Club bays (and potentially additional disabled bays);
- (c) Resurfacing of the footways across the site's perimeter. This should also include appropriate dropped kerbs/ tactile paving where required across access points and adjacent junctions (Wilmott Street- Hulme Street, Wilmott Street- Chester Street);
- (d) Resurfacing of the carriageway on Hulme Street;
- (e) Cycle improvements on Hulme Street to connect to Medlock Street/ Mancunian Way
- (f) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points, installation of some guard railing to ensure pedestrians cross at the safest and most appropriate locations.

The approved scheme shall be implemented and be in place prior to the first occupation.

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

32) The development shall be carried out in accordance with the Crime Impact Statement Version dated 26/11/19;. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged

in writing that it has received written confirmation of a secured by design accreditation.

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

33) The proposed communal uses within the building hereby approved (excluding the A3 and D2 uses) shall be ancillary to the residential use of the building and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 125573/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

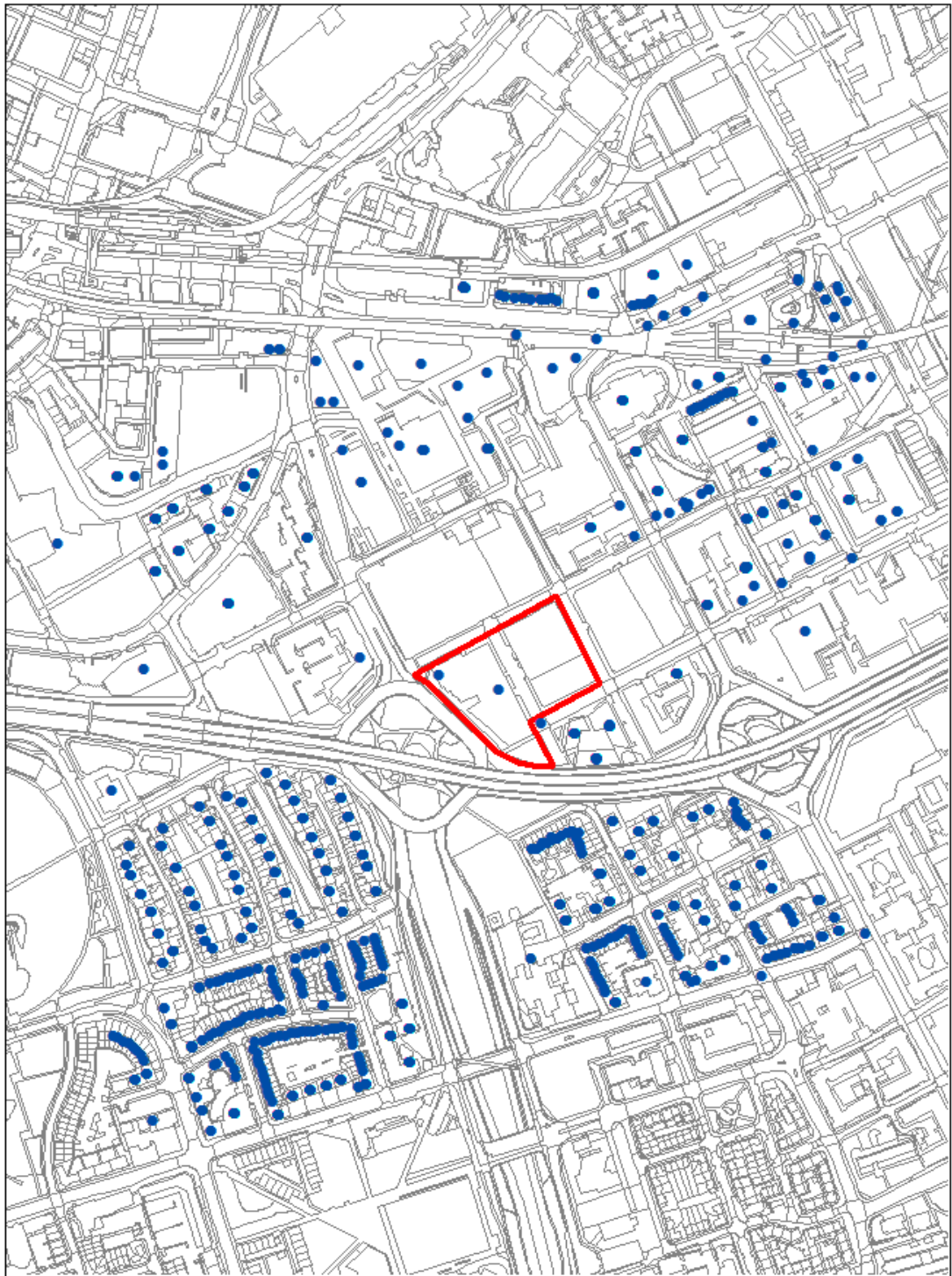
**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Environment & Operations (Refuse & Sustainability)
Work & Skills Team
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Counter Terrorism SA
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Planning Casework Unit
Civil Aviation Authority**

**Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Sport England**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

| | |
|-----------------------------------|----------------------------|
| Relevant Contact Officer : | Angela Leckie |
| Telephone number : | 0161 234 4651 |
| Email : | a.leckie@manchester.gov.uk |



Legend

 Site Location  Neighbour notified

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