



Education Facility (Phase C) Reserved Matters – Crown Street Phase 2 Planning Statement

April 2022

Contents

1. Introduction	1
2. Site and Surrounding Uses	6
3. Extant Planning Permission	12
4. The Proposed Development	13
5. Development Plan & Material Considerations	24
6. Key Planning Consideration	29
7. Summary and Conclusion	49
Appendix A: Local Education Authority Letter of Support	51
Appendix B: Approved Footprint / Cross Section (Maximum Parameters)	52
Appendix C: Detailed Planning Policy Assessment	53

1. Introduction

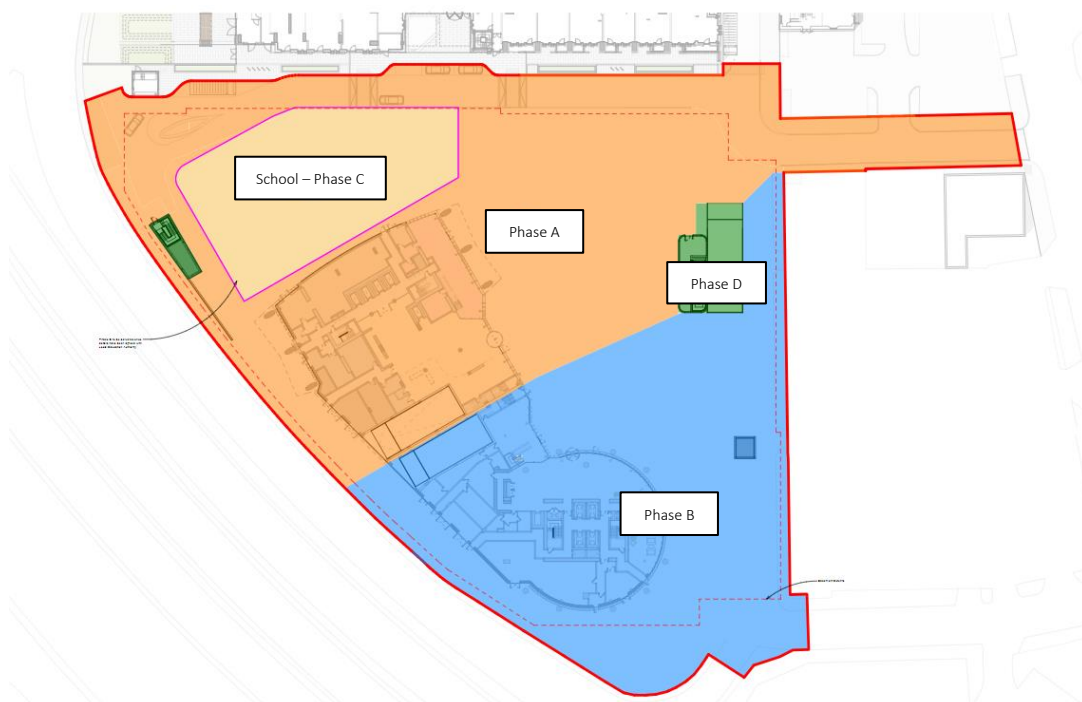
- 1.1. This Planning Statement has been prepared by Deloitte LLP in support of an application for approval of reserved matters in relation Phase C (School/ Education Facility) of Crown Street Phase 2 development ('the Proposed Development').
- 1.2. The commencement of Phase C marks a ground breaking stage in the comprehensive delivery of the Great Jackson Street Framework masterplan. The proposals will deliver the first new city centre primary school within close proximity to the inner ring road for nearly 20 years and will provide 210 places for primary age children as well as 26 nursery places. These proposals are therefore fundamental in delivering this essential piece of social infrastructure to support the education and sustainable growth of existing and future communities in the local area.
- 1.3. The proposals are brought forward within the context of Renaker securing explicitly support for the project from the Local Education Authority, as well as having secured all required funds to deliver the school in its entirety via financial contributions from recently approved residential schemes at Trinity Islands (Ref: 132429/FO/2021) and Plot F, Great Jackson Street (Ref: 132199/FO/2021). The site is cleared and, subject to securing planning permission, Renaker is poised to commence construction in Q3 2022. The school is expected to provide 210 places for primary age children along with a 26 place nursery.

The Reserved Matters Application

- 1.4. Crown Street Phase 2, was approved under application 126668/FO/2020 on 3 August 2020 ('the hybrid permission'). The description of the development is as follows:

"Full planning permission for the erection of two 52-storey residential buildings (Use Class C3) each incorporating a podium accommodating residential amenity facilities and ground floor and first floor commercial units (Use Classes A1, A2, A3, or D1), private and public basement car parking, landscaping and a public park, servicing and access arrangements, highways improvements, and associated works (Phases A, B, and D as defined on Drawing Reference: 10292Z1SHPG000PL00 B5D802 and 10292Z1SHPG000PLB1B5D801). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C as defined on Drawing References: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801)."
- 1.5. Phase C was approved in Outline and was based on a series of key development parameters relating to footprint, height, massing and use, with all other matters reserved. The following Phase C drawings were approved as part of the hybrid planning permission:
 - Phasing Plan – Ground Level (Drawing ref. 10292-Z1-SHP-G000-PL-00-B5D802); and
 - Phasing Plan – Basement Level 1 (Drawing ref. 10292-Z1-SHP-G000-PL-B1-B5D801).
- 1.6. The Hybrid Application site measures approximately 1.1 ha and is bound by Silvercroft Street and Crown Street to the north, and the Mancunian Way to the south and west. This is commonly referred to as 'Crown Street Phase 2'.

Figure 1.1: Extract of Phasing Plan – Ground Level (source: SimpsonHaugh and Partners) with phases labelled.



- 1.7. The School Site is located to the north west of the Hybrid Application site and is bound by Crown Street Phase 1 (Elizabeth Tower) to the north, Mancunian Way to the west and Tower C4 of Crown Street Phase 2 (commonly referred to as the Blade) to the south ('the Site'). The Phase C site is accessed from Silvercroft Street with egress provided along the western edge of buildings C3 and C4, adjacent to the Mancunian Way.
- 1.8. As required by the hybrid permission, this Statement will provide full details of the following reserved matters:
- Access
 - Appearance
 - Landscaping
 - Layout
 - Scale

The Applicant

- 1.9. The application is submitted to Manchester City Council ('MCC') on behalf of Renaker Build Limited ('the Applicant').
- 1.10. Renaker is firmly established as one of the North West's leading property developers, with a proven track record in design, build and delivery of high-quality residential schemes – with approximately 3,000 new homes having been delivered or under construction within the Great Jackson Street Area. Renaker has demonstrated an exemplary track record through its long standing commitment to positive regeneration. These landmark schemes have already set a new benchmark for quality and the creation of successful and vibrant residential communities within the city centre.

The Operator

- 1.11. During the detailed design development process the Applicant and project team has undertaken on-going consultation with the Local Education Authority (LEA). The detailed proposals for the school have responded to LEA requirements and comments, with the proposals having been reviewed and signed off by the LEA in March 2022.
- 1.12. The final operator for the school has not yet been agreed however discussions are ongoing. The detailed proposals for the school have the strategic support of the LEA and local planning authority officers. The progress to date on the detailed design of the school represents the Applicant's commitment to deliver in the school, in consultation with the LEA. As discussions develop and agreement is sought with the final operator, everything continues to progress and be in place to enable the delivery of the school. Based on the current construction programme, work is anticipated to start on-site for the school in Q3 2022.
- 1.13. The LEA agreed that a three-storey educational facility with external play facilities located on the roof, would provide the most appropriate arrangement and that the internal design provided an acceptable layout to meet the requirements of BB103 as well as accommodating the required flow and curriculum adjacencies. On this basis the LEA provided a letter of support, which has been included at Appendix A of this Statement.

EIA Scope

- 1.14. An EIA has been submitted and approved under application 126668/FO/2020. A proposed EIA scope was informally submitted to the Local Planning Authority on 1 March 2022 and was agreed with the Case Officer at a pre-application meeting on 3 March 2022.
- 1.15. The Reserved Matters application is supported by an Environmental Impact Assessment Addendum, which comprises EIA chapter addendums and technical notes, where appropriate. The scope of the original, approved EIA and the EIA addendum is set out in Table 1.2.

Application Documentation

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

Table 1.1: List of Application Documents

Document	Prepared by
Application Form, Certificates, Cover Letter	Deloitte
Site Location Plan (resubmission from hybrid permission)	SimpsonHaugh and Partners
Existing Site Plan (resubmission from hybrid permission)	SimpsonHaugh and Partners
Proposed plans, sections and elevations	Arkilab
Design and Access Statement (DAS), including accommodation schedule	Arkilab
Planning Statement	Deloitte
Environmental Standards Statement (ESS)	Element Sustainability
Flood Risk Assessment and Drainage Strategy (information as per WSP condition discharge application CDN/20/0718).	
Ventilation Strategy	MEP Design
Crime Impact Statement	Greater Manchester Police (GMP)

Document	Prepared by
Site Waste Management Strategy, included within DAS	Arkilab
Local Labour Agreement	Renaker Build Ltd
Fire Statement	Hoare Lea

Table 1.2: Scope of Original Approved EIA and EIA Addendum

EIA ADDENDUM		
Original EIA – Technical Discipline	Scope of EIA Addendum (in support of Reserved Matters Application)	Responsibility
<u>Volume 1: Environmental Statement including:</u> Introduction EIA Methodology Alternatives and Design Evolution Site Development Description Summary of Residual Effects	Tracked changes to original (approved) ES Volume 1.	Deloitte
Construction Management, Programme, Methodology and Phasing	Tracked changes to original (approved) ES Volume 1.	Renaker Build Ltd
Air Quality	EIA Technical Note (ES Volume 2 Appendix	Ensafe (formerly REC Limited)
Noise and Vibration	EIA Chapter Addendum	Fisher Acoustics
Solar Glare	EIA Technical Note	GIA
Daylight, Sunlight and Overshadowing	No change	GIA
Townscape and Visual Impact Assessment	No change	Chris Burnett Associates
Traffic and Transport	No change	Vectos
Wind Microclimate	EIA Technical Note	WSP
Type 2 Cumulative Summary of Residual Effects	Tracked changes to original (approved) ES Volume 1.	Deloitte, based on EIA Consultant input
<u>Volume 2: Technical Appendices</u>		EIA Consultants, as necessary
<u>Volume 3: Non-Technical Summary</u>		EIA Technical Team

Condition Discharge

- 1.17. In the context of this Reserved Matters application, a concurrent condition discharge application has been prepared and submitted, to support the discharge of the following conditions attached to planning permission 126668/FO/2020 which relate to Phase C of the Crown Street Phase 2 development. The content of the concurrent condition discharge application is summarised in Table 1.3:

Table 1.3: Concurrent Condition Discharge Application

Condition Wording		Partial or Full Discharge	Documents Submitted
94	Acoustic Scheme	Partial	Noise Assessment, prepared by Fisher Acoustics
95	Acoustic Scheme (external plant)	Partial	Noise Assessment, prepared by Fisher Acoustics
97	Air Quality Impact Assessment	Full	AQ EIA Technical Note & ES Volume 1 Addendum (Chapter 6) prepared by Ensafé

Document Structure

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

- Section 2: Site and Surrounding Uses
- Section 3: Extant Planning Permission
- Section 3: Proposed Development
- Section 4: Development Plan & Material Considerations
- Section 5: Key Planning Considerations
- Section 6: Summary

2. Site and Surrounding Uses

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

Site and Surroundings

- 2.2. The Site has been historically underutilised and is currently used as a site compound for construction works on an adjacent development.
- 2.3. The Crown Street Phase 2 hybrid permission site measures approximately 1.1ha and is bound by Silvercroft Street and Crown Street to the north and the Mancunian Way to the south and west. North of the Site, lies the Grade II Listed former Bridgewater Canal Offices.
- 2.4. The Site is situated within the Deansgate Ward, with Hulme Ward located on the southern edge of the Mancunian Way.
- 2.5. The Phase C site measures approximately 1,168 sqm is currently accessed from Silvercroft Street and Crown Street, the latter of which forms a slip road off Mancunian Way. The part of Crown Street that runs along the north east boundary of the Site has been stopped up and is therefore no longer adopted highway.

Site Context

Great Jacksons Street Development Framework (2018)

- 2.6. The Site sits within the GJS Framework area. It forms a major part of the Southern Gateway redevelopment initiative and is situated on a key gateway into Manchester City Centre. The Development Framework was originally endorsed in 2007 and was updated in 2015. Most recently, the Framework was updated to reflect the potential for further growth in this part of Manchester City Centre. Following public consultation organised by MCC, the Final Framework was endorsed by the Executive Committee in January 2018 and forms a material consideration in the determination of planning applications within its boundary.
- 2.7. Existing uses within the Framework area include light industrial units and commuter surface car parking, although a number of key plots are now under construction or have been completed to deliver new residential-led schemes.
- 2.8. Crown Street Phase 2 Phases A, B and D are currently under construction and will deliver two new 52 storey residential towers under planning permission Ref: 126668/FO/2020. It includes a public underground car park, primary school and a 0.5ha public park and is proposed for completion in 2024. The first tower of Crown Street Phase 2, the Blade, will provide 414 new homes. The second tower, Three60, will provide a further 441 new homes and is also expected to be completed by the end of 2024.
- 2.9. Recently completed developments within the masterplan area, include Deansgate Square and Crown Street Phase 1. Deansgate Square is located to the east of the Site and comprises with 1,508 apartments with a mix of 1, 2 and 3 bedroom apartments, across four towers of 62, 50, 44 and 37 storeys (plus a four storey amenity building). Retail units have been provided on the ground floor to serve the new residents and visitors, whilst also complementing the surrounding communities immediately to the north and those in Castlefield.
- 2.10. Crown Street Phase 1, located directly adjacent to the Site, has delivered two residential towers of 21 and 51 storeys. It comprises of 664 residential units with a mix of 1, 2 and 3 bedroom apartments, as

well as townhouses and duplex apartments. Residential amenity space is provided in each building, as well as a communal terrace and a Doctor's Surgery will also be provided.

- 2.11. Planning Permission was also approved in February 2018 on land bounded by Great Jackson Street for the demolition of existing buildings and the construction of three residential buildings which range in height of 32, 26 and 18 storeys to deliver 399 residential units, 50 retirement units and 675 sq. m of commercial floorspace (Planning Ref: 116850/FO/2017). At present, the planning permission remains extant, but construction has not commenced.
- 2.12. In July 2021 resolution to grant Planning Permission was secured for Plot G of Great Jacksons Street (Planning Ref: 129273/FO/2021), located to the south east of the Site on land bound by Trinity Way to the south, Garwood Street to the east and Great Jackson Street to the north. The Plot G proposals comprises the demolition of existing structures and the construction of two residential towers of 56-storeys (plus basement and roof plant) with ground floor commercial uses, car parking, cycle provision, landscaping and access. The development will deliver 1,037 residential units across a mix of 1-bed, 2-bed and 3-bed homes, alongside a communal residential external rooftop garden, gym and lounge areas. The proposals also include high-quality public realm including an upgraded pedestrian link from Hulme Bridge to Great Jacksons Street, which will enhance connectivity.
- 2.13. In March 2022 Planning Permission was granted for Plot F of Great Jacksons Street (Planning Ref: 132199/FO/2021), located to the east of the Site, on land bound by Great Jackson Street to the south, Deansgate Square to the north, the Boatmans apartments to the east, and by industrial units to the west. The Plot F proposals comprises two 51 storey buildings, which will deliver 988 new residential homes in two phases. The development will deliver a mix of 1-bed, 2-bed and 3-beds homes, in addition to internal and external residential amenity spaces comprising a gym, residents' gardens, basement car parking to provide 296 spaces and 988 secure cycle parking spaces and access. The proposals also include extensive high-quality public realm, which will substantially enhance pedestrian and cycle connections through and around the site.

Transport and Linkages

- 2.14. The Site is in a sustainable and accessible location to the south of the City Centre and near the district of Hulme, just beyond the Mancunian Way to the south. It is also within easy access of the City's Inner Ring Road which connects with key arterial routes leading to the strategic motorway network.
- 2.15. It is located close to transport hubs including the Deansgate/Castlefield tram stop and Deansgate Train Station. There are also a number of bus services that run along Chester Road and Oxford Road with many services linking Manchester City Centre, the Oxford Road Corridor, and South Manchester.
- 2.16. Manchester is a compact and walkable City Centre and the Site also therefore has excellent access to the services and facilities it has to offer. A summary of the connectivity to the existing site by each mode of transport is set out below.

Pedestrian

- 2.17. The Manchester Residential Quality Guidance (2017) suggests that higher density residential developments should be located in areas of the City, which are well connected to "public transport and have greater access to public services, community facilities, amenity and recreation provision." (p.30).
- 2.18. The Site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of a City Centre location. Key leisure, cultural, business and retail facilities on Deansgate, First Street and Castlefield are within easy reach of the Site.
- 2.19. Convenience retail provision for the area includes Deansgate General Store at Deansgate Square, two Sainsbury's Locals, one on Medlock Street (next to First Street – 8 minute walk from the Site) and one on

Quay Street (by Spinningfields – 10 minute walk) as well as a Tesco Express on Quay Street (10 minute walk). A large Sainsbury's supermarket can be found at Regent Retail Park (20 minute walk).

2.20. There are a number of additional amenity and leisure facilities within 15 minute walk of the Site, including:

- Hulme Park – 9 minute walk
- Castlefield Bowl – 9 minute walk
- The Museum of Science and Industry – 11 minute walk
- HOME on First Street – 9 minute walk
- The Comedy Store – 6 minute walk
- Castlefield Gallery – 4 minute walk
- Castlefield Urban Heritage Park – 10 minutes
- The Y Club – 11 minute walk
- Manchester Central Convention Complex – 11 minute walk
- Great Northern Warehouse – 9 minute walk
- Palace Theatre – 14 minute walk
- Albert Hall – 11 minute walk
- John Ryland's Library – 13 minute walk
- Manchester Central Library – 15 minute walk

2.21. The following facilities are within a 20-30 minute walk from the Site:

- Manchester Arndale Centre / Central Retail District
- The Manchester Art Gallery
- The National Football Museum
- The Royal Exchange Theatre
- The People's History Museum
- Manchester Aquatics Centre
- Northern Quarter

2.22. The Site is in a highly accessible location by foot with various employment, education, health, retail and leisure facilities within walking distance of the Site. The majority of the City Centre facilities are within a 15 to 20 minutes' walk from the Site, including the main employment areas, such as Spinningfields, the City Core, and the Oxford Road Corridor, as well as the Central Retail District and a wide range of cultural facilities such as the Museum of Science and Industry and HOME on First Street.

Cycle

2.23. The Site is near to several cycleways, including traffic free cycle routes on Chester Road connecting to Deansgate, linking the Site to Old Trafford, Stretford, Sale, Altrincham, Trafford Park and Media City. The Ashton Canal Cycleway is also accessible from Manchester City Centre, whilst National Cycling Route 6 can be accessed from the Liverpool Road junction of Deansgate circa 650m from the Site. This links the Site to Bury as well as onto Route 55 to Wigan and Route 85 to Wilmslow.

2.24. The existing and proposed Bee Network cycleways also provide connections to Old Trafford, Oxford Road, Hulme, Ordsall, and beyond.

- 2.25. The Site is therefore highly accessible by bicycle and would provide a realistic alternative to travel by car.

Public Transport

- 2.26. The nearest railway station is Deansgate Railway Station, located approximately 600m to the north of the Site and providing routes across Greater Manchester. Deansgate-Castlefield also provides the closest Metrolink stop to the Site providing frequent links across Manchester.
- 2.27. Manchester Oxford Road Station and Piccadilly Station are also within walking distance the Site, both of which offer local, regional, and national main line rail connections. Both stations also provide direct access to Manchester Airport. There are also several bus stops located in close proximity to the Site. The nearest is located to the north-east of the Site on Medlock Street, within a c.400m walk providing regular routes across Manchester through to Chorlton, Hulme, Stretford, Flixton and Cheetham Hill.
- 2.28. Overall, the Site is well served by public transport.

Highway Network

- 2.29. The Site is well placed for access to the City's arterial ring road with the Mancunian Way and Deansgate Interchange round-about within 500 metres of the Site. The road is a two-lane, two-way dual carriageway that provides access to other major arterial routes and to the wider motorway network.

Site Specific Designations

- 2.30. The Site falls within an Air Quality Management Area.
- 2.31. The Site is located within Flood Zone 1 and as such is at low risk of flooding from rivers or sea.

Figure 2.1: Flood Map for Planning – Risk of Surface Water Planning. (Source: Government Flood Map for Planning)



- 2.32. The Site is located within the Manchester Conurbation Core Critical Drainage Area.

Conservation and Heritage

- 2.33. The Site is not within a Conservation Area and there are no Listed Buildings on the Site. The Site is within close proximity to the Castlefield Conservation Area, which has a boundary running along the opposite side of Deansgate to the north of the Site. The Grade II Listed former Bridgewater Canal Offices is located directly to the north of the Site.
- 2.34. There are also a number of listed buildings in the Castlefield Conservation area which must be considered in the design process. Furthermore, a number of listed buildings and structures are in close proximity of the Site (500m), including:
- Rochdale Canal Lock number 91 at the East End of Gaythorn Tunnel (Grade II Listed);
 - Rochdale Canal Lock Keepers Cottage at Lock number 91, next to Gaythorn Tunnel (Grade II Listed);
 - Merchants Warehouse (Grade II Listed);
 - Former Canal Flour Mills (Grade II Listed);
 - K6 Telephone Kiosk beside South West Corner of Number 330 Deansgate (Grade II Listed);
 - 235 – 291 Deansgate (Grade II Listed);
 - Pair of Culvert Arches over River Medlock and associated overflow channel (Grade II Listed);
 - Castlefield Railway Viaduct from G-Mex to Dawson Street (Grade II Listed);
 - Roman Catholic Church of St Wilfred (Grade II Listed);
 - Former St. Mathews Sunday School (Grade II Listed);
 - Church of St. George (Grade II*);
 - Middle Warehouse, at former Castlefield Goods Yard (Grade II Listed);
 - 215 – 219 Chester Road (Grade II Listed);
 - Bridgewater Canal Basin at Potato Wharf (Grade II Listed);
 - Hulme Lock Branch Canal (Grade II Listed);
 - Rochdale Canal Lock number 92 and Castle Street Bridge (Grade II);
 - Former Market Hall (Grade II);
 - Deansgate Station (Grade II);
 - Artingstalls Auctioneers (Grade II);
 - Castlefield Information Centre (Grade II);
 - Museum of Science and Industry, Air and Space Museum (Grade II);
 - Boundary Stone on Knott Mill Bridge (Grade II);
 - Rochdale Canal Lock Number 90, approximately 30m west of Albion Bridge (Grade II);
 - Churchyard Walls, Gate Piers and Gates at Church of St. George (Grade II);
 - 29-41 Liverpool Road (Grade II);
 - The Giant's Basin (Grade II); and,
 - Remains of eastern wall of Roman Fort (Scheduled Monument).

- 2.35. For further information regarding the historic use of the Site and surrounding area please refer to the supporting Heritage Statement and Archaeological Assessment submitted in support of the hybrid planning permission.

Planning History

- 2.36. The Site is currently under construction in respect of the on-going delivery of Phases A, B and D of the Crown Street Phase 2 planning permission (Ref: 126668/FO/2020).

3. Extant Planning Permission

- 3.1. The application is submitted pursuant to the Crown Street Phase 2 which was approved under application 126668/FO/2020 on 3 August 2020 (the hybrid permission). The description of the development associated with this approval is as follows:

“Full planning permission for the erection of two 52-storey residential buildings (Use Class C3) each incorporating a podium accommodating residential amenity facilities and ground floor and first floor commercial units (Use Classes A1, A2, A3, or D1), private and public basement car parking, landscaping and a public park, servicing and access arrangements, highways improvements, and associated works (Phases A, B, and D as defined on Drawing Reference: 10292Z1SHPG000PL00 B5D802 and 10292Z1SHPG000PLB1B5D801). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C as defined on Drawing References: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801).”

Pre-application Stakeholder Engagement (Crown Street Phase 2)

- 3.2. A Statement of Consultation was prepared and approved as part of the hybrid planning permission for Crown Street Phase 2. This document explains the programme of consultation that the Proposed Development underwent in order to ensure that issues could be considered and addressed as the design and content of the scheme developed.
- 3.3. For further details please refer to Chapter 6 (Consultation section of this Statement and the Statement of Consultation prepared by Deloitte and submitted and approved as part of the hybrid planning permission (126668/FO/2020), which provides a full description of the pre-application stakeholder engagement process including responses to the key issues raised.
- 3.4. Consultation has taken place with Deansgate Ward Councillors as part of the pre-application consultation process undertaken in support of this reserved matters application. A briefing email was sent to Councillor Johns, Councillor Jeavons and Councillor Davies outline the detailed proposals and inviting local Ward Councillors to a briefing session.
- 3.5. A briefing session subsequently took place with Councillor Jeavons on 24 February 2022 via Teams, which was attended by representatives from Arkilab, Deloitte and Renaker Build Ltd. Councillor Jeavons expressed his support for the detailed proposals being brought forward.
- 3.6. During pre-application stakeholder engagement regarding the Reserved Matters for the school, it was agreed with the Local Planning Authority and Ward Councillors that no further public consultation was required, due to the proposed details being consistent with the use, scale and massing of the approved Phase C parameters.

Approved Documents

- 3.7. The full list of documents approved in respect of the Hybrid Permission (Ref: 126668/FO/2021) are listed under Condition 2 of the Decision Notice, which is available to view on the MCC's planning public access system. This planning application should be read in conjunction with the approved documents.

4. The Proposed Development

- 4.1. This Section should be read in conjunction with the additional documents and plans submitted along with the Application, as listed in Table 1.2.

Description of the development

- 4.2. The description of development for the reserved matters for Phase C is as follows:

“Details of Reserved Matters (access, appearance, landscaping, layout and scale) pursuant to Outline Planning Permission 126668/FO/2020 for Phase C (Education facility) of the development comprising the erection of two 52-storey residential buildings (Use Class C3) each incorporating a podium accommodating residential amenity facilities and ground floor and first floor commercial units (Use Classes A1, A2, A3, or D1), private and public basement car parking, landscaping and a public park, servicing and access arrangements, highways improvements, and associated works (Phases A, B, and D as defined on Drawing Reference: 10292Z1SHPG000PL00 B5D802 and 10292Z1SHPG000PLB1B5D801). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C as defined on Drawing References: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801).”

- 4.3. The relevant development parameters and parameter plans for Phase C, which were approved under the Outline application (ref: 126668/FO/2020), are as follows:

Phase C (School) Approved Parameters

- Use Class: D1 School
- Maximum Extent: 3,502 sqm
- Footprint / Cross Section Maximum Parameters: Refer to Appendix B.

Phase C (School) Approved Parameter Plans

The hybrid planning permission approved the following plans in relation to the outline consent for the school phase (Phase C of Crown Street Phase 2 planning permission):

- 10292-C3-SHP-G100-PL-00-B5D801 P 02 Zone 1 - School Parameter Plan In Context
- 10292-C3-SHP-G100-PL-00-B5D802 P 01 Zone 1 - School Parameter Plan
- 10292-C3-SHP-G100-SE-XX-B5D801 P 01 School Parameter Section

NB. There is a difference in one of the footprint parameters on different plans – 27.0m / 27.5m. For clarification the difference is a product of where the section is cut (as such both parameters are correct).

Use and Quantum

- 4.4. The proposed uses and quantum for Phase C are provided in Table 3.1 below.

Table 3.1: Proposed Uses and Quantum of the Proposed Development, Phase C.

Parameter	Quantum
Phase C Site Area	1,168 sqm
Building Footprint (sqm)	701 sqm

Parameter	Quantum
Height (storeys)	3 storeys + rooftop play space
Height (m)	15.3m (maximum) – maximum building parapet height (third floor) and roof parapet screens. +48.600m (AOD)
Floorspace (Internal)	Toral GIA: 1,798 sqm Total GEA: 2,299 sqm <u>PRIMARY SCHOOL</u> • Ground Floor: 468 sqm (GIA) – including 117 sqm (GIA) of basic teaching floorspace • First Floor: 631 sqm (GIA) – including 180 sqm (GIA) for main hall, and 127 sqm (GIA) of basic teaching floorspace. • Second Floor: 454 sqm (GIA) – including 267 sqm (GIA) of basic teaching floorspace. • Third Floor: 89 sqm (GIA) – storage, toilets, M&E, circulation. <u>DAYCARE</u> • Ground Floor: 165 sqm (GIA) – including 69 sqm (GIA) of basic teaching floorspace
External (Play) Space	Ground Floor (daycare): 41 sqm Ground Floor (primary school): 100 sqm First Floor (primary school): 20 sqm Third Floor/ Rooftop (primary school): 486 sqm
School and Nursery Capacity:	The intended capacity of the school is 210 places, alongside a 26 place nursery

Design

- 4.5. The permitted scheme parameters, approved as part of the hybrid planning permission established the layout, scale and massing and quantum of development. The Reserved Matters details for Phase C accords with these established parameters. The visual appearance of the Phase C detailed proposals has also carefully considered and aligned with the wider Crown Street Phase 2 development, and the adjacent Crown Street (Phase 1) development. Full details are contained within the submitted Design and Access Statement prepared by Arkilab.

Layout

4.6. The Phase C Reserved Matters detailed proposals align with the layout established and approved as part of the hybrid planning permission within the parameter plans. The detailed Phase C proposals will complement the existing built form currently under construction as part of the wider Crown Street Phase 2 development. The location of the school was established as part of the hybrid planning permission for Crown Street Phase 2, which carefully considered a number of factors, including environmental quality (e.g. noise and air quality), construction logistics, public realm deliver and urban design, the aspirations and requirements of the LEA.

Orientation and Entrances

4.7. The proposed school is located to the north of the Crown Street Phase 2 Site, bound by Silvercroft Street (and Crown Street Phase 1 – Elizabeth Tower) to the north, the new Crown Street Phase 2 public park to the east, Building C4 (The Blade) to the southeast) and Mancunian Way to southwest.

4.8. The main entrance to the school is located along the south-eastern elevation, fronting the public park which will create additional active frontage to the park. A secondary (out of hours) entrance located off Silvercroft Street, on the north elevation (adjacent to Elizabeth Tower). The entrance to the private day care centre is also located off Silvercroft Street.

4.9. The entrance for child drop-off to the Nursery (Primary School) and Reception Class is accessed adjacent the main entrance, adjacent to The Blade (C4), in line with expected handover and pickup procedures for children of this age group.

School (including Nursery) Layout

4.10. Given the vertical nature of the school, a hierarchy has been applied to the arrangement of years groups. At the ground floor level there is dedicated space for younger age groups, including the day care, nursery and reception age children. This is supported by group room areas and a main administration area function at the main entrance adjacent to the park. The vertical arrangement and associated hierarchy is illustrated in Figure 4.1.

Figure 4.1: Proposed Vertical School Arrangement (cross section) (source: Arkilab)



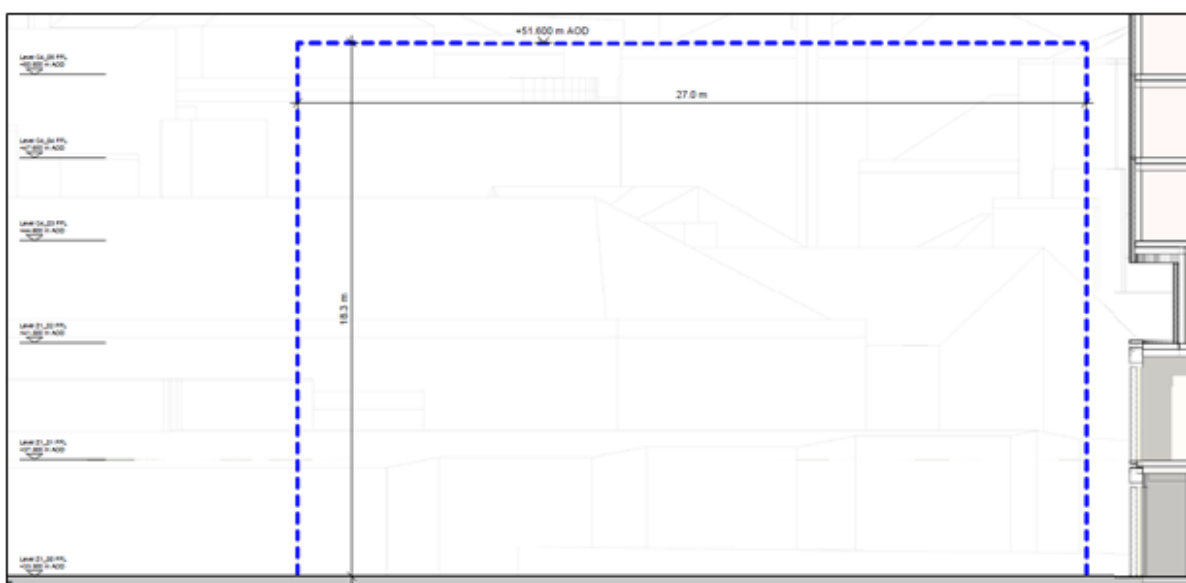
4.11. Younger age groups will be located at the ground floor level with the day care nursery and reception age children, supported by group room areas. Alongside the reception area and supporting administration space is located at the main entrance. An external teaching area is also located at the first floor level, facing out onto the park.

- 4.12. At the first floor level there are two classrooms for Key Stage 1 students (Years 1 and 2 – children aged 5 to 7 years) with easily accessible WC's, group and library spaces, access to the multi-purpose hall, and kitchen. The multi-purpose hall is double height, occupying the first and second floor, although accessed via the first floor. It is understood that the hall will be used for a variety of uses including assemblies, physical activity and lunch time eating.
- 4.13. On the second floor there are four classrooms for Key Stage 2 students (Years 3 to 6 – children aged 7 to 11 years), as well as group and library spaces, including a food bay and practical resources classroom.
- 4.14. An external play area is located at the third floor / roof level which will be utilised by the primary school. Toilets, including an accessible WC are also located at this level, as well as the external plant area and sprinkler tank.
- 4.15. It should be noted that more noise sensitive learning spaces have been strategically placed away from the Mancunian Way. For further details on noise and vibration please refer to Environmental Statement Volume 1 Addendum, namely Chapter 7a (approved as part of the hybrid permission) and Chapter 7b (prepared in support of this reserved matters application).

Scale and Massing

- 4.16. The hybrid permission approved specific parameters within which the scale and massing of Phase C needs to be designed. The hybrid planning permission established that the education facility will be up to three storeys in height, and a maximum of +51.600m AOD.
- 4.17. The proposed built form is 3 storeys in height + rooftop play space, at a height of +48.600m AOD.
- 4.18. On this basis the proposed scale of the education facility is within the approved scale and massing parameters for Phase C.
- 4.19. The proposed massing of education facility will aligned with the massing of the 2-storey podium of Building C4 (The Blade) and Building C5 (Three60).

Figure 4.1: Extract from approved Parameter Plan Section (292-C3-SHP-G100-SE-XX-B5D801 P 01 School Parameter Section) (source: SimpsonHaugh and Partners).



- 4.20. The reserved matters proposals for the height and massing of the education facility, Phase C has been carefully designed to consider and relate to the surrounding existing and emerging built context on Crown Street Phase 1, Crown Street Phase 2 and the wider GJS Framework area.

External Play Space

- 4.21. The external early years play area is located at ground floor to the southwest (adjacent to Building C4 - The Blade), and directly adjacent the Day Care, Nursery and Reception classes for the requirement of continuous provision, with covered external spaces under the Early Years Foundation Stage (EYFS) Framework (2021) and DfE requirements.
- 4.22. The ground floor early years external space is accessed directly from the classrooms located along the southern elevation.
- 4.23. The external play space (486 sqm) for the primary school is located at the roof level (third floor) and is maximised to the extent of the footprint available meeting the order of priorities of the Department for Education's Area Guidelines for Mainstream Schools: BB103 (2018) for external spaces on constrained sites. The 'order of priorities', as per BB103 guidance, is when a school is on a restricted site, the external areas will be provided in order of priority, with the first provision to be hard informal social play area (the rooftop play area in this instance) and early years play area (ground floor).

External Appearance

- 4.24. The design detailing and materials choice for the education facility reserved matters proposals have been developed and carefully considered the approved materials palette at the podium level on Buildings C4 and C5 of Crown Street Phase 2, and the adjacent Crown Street Phase 1 development (Elizabeth Tower and Victoria Residence).
- 4.25. The reserved matters details for education facility consists of an articulated high-quality masonry façade to create a scale that is human in perception and clearly recognisable as a neighbourhood street frontage.
- 4.26. The built form will consist of a brick façade, including a range of texture and colour to provide individuality whilst complementing the surrounding streetscape and wider area. The final choice of brick colour will be determined at detailed design stage.
- 4.27. In order to connect with architectural materiality of the wider area (namely the Crown Street and wider Crown Street Phase 2 development) materials such as buff brick and bronze anodised panels employed at the podium level of Elizabeth Tower, The Blade and Three60 are also proposed for the school.
- 4.28. The external play area balustrade at the roof level creates a differentiated crown to the building which is further reinforced by the horizontal recessed bands within the brickwork at this upper level.
- 4.29. The materials choice will be similar to the podium levels of The Blade (Building C4) and Three60 (Building C5) (Crown Street Phase 2) and, Elizabeth Tower and Victoria Residence (Crown Street Phase 1) to help create the family of buildings within the area, but with differences in the design to ensure a varied townscape.
- 4.30. For further details on the proposed materiality of the school please refer to section 3 of the Design and Access Statement prepared by Arkilab.

Car Parking

- 4.31. As part of the hybrid planning permission Crown Street Phase 2 will deliver basement car parking for residents and the public.

- 4.32. No additional car parking provision is included as part the reserved matters proposals for Phase C, the education facility. As a City Centre school is it hoped that the majority of pupils will from the local area and so walking will be a popular means of accessing the school, reducing the need for car parking in relation to the school. In the event that parking is required, visitors will have the ability to make use of the public car park that is being delivered as Phase D of the Crown Street Phase 2 proposals.

Cycle Parking

- 4.33. As approved as part of the hybrid planning permission, cycle parking provision will be located within the public realm being delivered as part of Crown Street Phase 2, namely along the cycle and pedestrian route to the school and at building entrances. For details please refer to the proposed site plan prepared by Arkilab and submitted as part of this application.

Public Realm and Landscaping

- 4.34. Extensive areas of new public realm, including an informal play area, is being delivered as part of the wider Crown Street Phase 2 development, which will be fully accessible to children outside of school hours. A Public Realm Strategy, prepared by TPM Landscape Architects was submitted and approved as part of the hybrid planning permission.
- 4.35. The public realm details set out below were approved as part of the hybrid planning permission for Crown Street Phase 2:

Public Park

- In line with the GJS Framework, the Crown Street Phase 2 incorporates a large amount of public realm, namely a new public park that will serve future and existing residents as well as adjacent neighbourhoods. The Proposed Development provides a key pedestrian and cycle route, along Crown Street and Silvercroft Street.
- The new public park provides an informal green space with areas of open lawn located to benefit from the sunny aspect and changing sun patterns between the two towers. Informal pathways lead users through the space where people are encouraged to stop and play within the park. Naturalistic style planting with tree groves and swathes of grasses and herbaceous planting will help to create seasonal interest within the park.
- A small natural play space will be provided along the route between Silvercroft Street and the school.
- Replacement tree planting will be delivered on a 3:1 basis to ensure that there is a net increase in tree cover post-development. In total, 31 trees are set to be removed to facilitate the Proposed Development and so on this basis 93 new trees are to be delivered within the public park and around the perimeter of the Site.

Public Realm: Service Area

- A soft landscape zone is located to the west of the development to provide vegetation screening to the Mancunian Way and mitigation tree planting.
- A wide lawn and tree planting area is provided to the south of the Site, to provide a buffer to the Mancunian Way slip lane.
- Service access to the school will be via Silvercroft Street, with egress along the single direction route that runs along the rear of buildings C3 and C4.

Access and Movement

School Drop Off

- 4.36. The school drop off area is located along Great Jackson Street, outside of the Site boundary. This location is considered the best position on the highway network to accommodate the drop off from a route-

planning perspective. As a City Centre school is it anticipated that the majority of pupils will from the local area and so walking will be a popular means of accessing the school, reducing the use of any drop off locations. The principle of this approach to school drop off (and pick up) was set out and approved as part of the hybrid planning permission.

Waste and Servicing

Waste Management

Construction Waste

- 4.37. Best practice techniques to prevent and minimise waste during the design and construction phases of the development will be adopted, as follows:
- Prior to commencement of the above ground construction phase across the Crown Street Phase 2 site, a site waste management plan (SWMP) was produced and submitted to the LPA. The SWMP limits the on and off-site environmental impacts of construction. The SWMP will detail:
 - Recycled and secondary materials;
 - Waste reduction;
 - Waste segregation;
 - Waste recovery; and,
 - Waste disposal.
 - This scheme will promote the minimisation of waste arising in site development and seek to maximise the use of recycled materials in construction;
 - A target of 90% of waste to be diverted away from landfill will be established for the construction phase of the development; and
 - A site waste management plan will identify opportunities to minimise waste generation and divert construction waste from landfill.

Operational Waste

- 4.38. The operational waste strategy for the scheme focuses on the segregation of waste at source, in order to maximise the potential for employees and visitors to recycle. All members of staff and students will be provided guidance on recycling and health and safety practices related to the management and storage of waste.
- 4.39. The proposed strategy has been developed in compliance with the policies of Manchester City Council:
- Waste will be segregated at source with the help of segregated bins. It is expected that there will be multiple streams of waste – general, recyclables and compost / green waste;
 - The school / operator (school staff / employees) will be responsible for transferring the waste from the school to the refuse store, and then open the store for collection; and
 - Following collection, the bins will be returned to the refuse store.

Servicing Strategy

- 4.40. Refuse Storage is nearby and within easy access for kitchen staff, along with servicing and delivery drop-off which is located off Silvercroft Street.

Sustainability Measures

- 4.41. An Environmental Standards Statement ('ESS') has been prepared by Element Sustainability in support of this Reserved Matters Application. The ESS details of the design attributes, specifications and

characteristics of the proposals to demonstrate how the proposals contribute to sustainable development and seek to mitigate the environmental impacts of the scheme.

Energy Strategy and Sustainability Performance

- 4.42. To limit energy demand and carbon dioxide (CO₂) emissions from the operation of the buildings, a number of design features will be integrated that will collectively contribute towards the emissions reduction target for the scheme.
- 4.43. A fabric-led approach has been adopted and through improvements in the efficiency of the mechanical and electrical systems.
- 4.44. The reduction in energy demand to meet the carbon reduction targets will be achieved through the following design measures and low carbon technology options:
- High performance thermal insulation
 - Low air permeability
 - Maximising solar control to mitigate overheating risks
 - Air Source Heat Pumps
 - Heat recovery ventilation systems (MVHR)
 - High efficiency LED lighting
- 4.45. These measures will secure the following carbon reduction targets:
- Non-Domestic – at least 6 % improvement over Part L2A Building Regulations.
 - At least 20% of final site energy demand to be met by on-site renewable energy technologies.
- 4.46. The mechanical and electrical specification will deliver a Building Regulation Part L2A (2013) compliant scheme and will deliver the following benefits:
- Hybrid Thermal Mixing (HTM®) systems are designed to provide natural ventilation and hybrid ventilation incorporating mixed tempered air for winter periods, thereby reducing heating energy loads. In addition, the systems have the ability to provide secure night time cooling, and boosted levels of ventilation during summer. The HTM systems are designed to work in conjunction with natural ventilation and can be used in single sided or cross flow ventilation strategies.
 - The design air permeability of 3.0 – 5.0m³/hm² (@50Pa.) for the school will virtually eliminate uncontrolled ventilation and ensure that the majority of the expelled stale air will pass across the heat exchanger, thereby boosting the energy reduction potential of these systems;
 - Air source heat pumps will deliver space heating to the majority of operational zones within the building and generate the base hot water provision, feeding the central cylinder. The proposed heat pump system reduces energy demand and carbon dioxide emissions, as it offers an extremely efficient conversion rate of energy to heat. Efficient electrical panel heating will be specified for localized space heating within a number of secondary building zones; and
 - LED lighting (<140lm/cW) will be specified throughout the scheme to maximise operational efficiencies and lifespan of the fittings. LEDs operate with an estimated energy efficiency of up to 90% when compared to traditional lighting and conventional light bulbs. This means that about c.90% of the electrical energy is converted to light, rather than wasted heat as in conventional bulbs.
- 4.47. The proposed school will incorporate a significantly enhanced material specification, along with high quality design and construction standards in order to improve the whole building energy efficiency through a 'fabric led' energy strategy. The proposed construction, design and specification will deliver a scheme that is inherently energy efficient during occupation.

- 4.48. A combination of enhanced building fabric (significantly beyond the regulatory compliance standard) efficient mechanical and electrical systems, and controls, will achieve compliance with the emission reduction targets stipulated by Building Regulations Part L2A (2013).
- 4.49. The school also benefits from air source heat pumps specified to meet the hot water requirements. These systems are extremely energy efficient and will play a significant role in reducing the Proposed Development's carbon footprint. High efficiency HTM ventilation system is also proposed.
- 4.50. Energy modelling calculates a minimum 24.5% emissions reductions over Part L2A (2013) of the Building Regulations and will aim for 20% renewable energy provision on site.
- 4.51. The BREEAM Pre-Assessment shows that the building is expected to achieve an indicative BREEAM rating of 'Very Good'.

Water Conservation

- 4.52. As part of the detailed design process the education facility will be designed to reduce mains/potable water consumption and will include the following water efficient design and equipment:
- 'A' rated appliances will be used for dishwashers and washing machines (where provided) for their water saving capabilities;
 - Specification of efficient water fixtures throughout the scheme (low flow taps and dual flush WCs); and,
 - In order to reduce water demand, low volume / high efficiency sanitary fixtures will be specified to achieve a 50% reduction over the Building Research Establishment's baseline performance

Materials

- 4.53. This development will contribute towards making more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction. For further details please refer to section 4 of the ESS prepared by Element Sustainability and submitted as part of this Reserved Matters Application.

Health and Well-being

- 4.54. To enable the users of the education facility to lead lower impact lifestyles and enhance their quality of life, the following measures will be delivered:
- The Department for Education Annex 2 criteria for daylight provision within the relevant building zones will be achieved by the proposed design. This has been proven through the provision of building compliance modelling (please refer to the ESS prepared by Element Sustainability for further details). This will improve the users' comfort within the teaching facilities and reduce the need for energy to artificially light the building;
 - Thermal comfort calculations (CIBSE TM52 – Limits of Thermal Comfort) demonstrate that the building is not deemed to be at risk from overheating;

Pollution Control

- 4.55. To reduce emissions of gases with high global warming potential (GWP) and nitrogen oxide (NOx) into the atmosphere, the new school will be specified with:
- Insulating materials to reduce the construction phase impact of this scheme upon climate change.
 - Pollution Prevention Guidance will be adhered to in respects of air (dust) and water (ground and surface) pollution during the demolition and construction phase;
 - External light fittings will be controlled through a time switch, or daylight sensor;
 - The 'full electric' energy strategy ensures there will be zero NOx emissions from the building; and

- Dust suppression measures will also be put in place as part of the Main Contractor's Environmental Management Plan.

Accessibility

- 4.56. The detailed design of the school has been developed in consideration of national legislation and complies with all the spatial requirements of the Department for Education Generic Design Brief and Technical Annexes (November 2021). This includes in relation to access within new buildings and the public realm.
- 4.57. The setting of the school building has been dictated by the existing levels. The detailed design ensures that all primary entrances are accessed from flat and level approaches.

Circulation and Access to Primary Entrances

- 4.58. The clear width of all access routes from pavement to entrances are at least 1500mm wide and comply with or exceed statutory guidance. The gradient across access routes is 'flat' and will be set at no more than 1 in 21.
- 4.59. Access routes are proposed to be finished in hard landscaping with an appropriate slip resistance and extrude surfaces to required thresholds. In addition, access to primary entrances will also include:
- Clearly defined pedestrian route to main entrance; and
 - Signs to identify building and entrance.

Main Entrances/ Reception Desk

- 4.60. The main reception areas are located at the ground floor level of the building. The school's main office is accessed via a security lobby. It is proposed that the main entrance doors will open automatically via buzzer / intercom system to the general office. The reception desk will include a low level desk area for wheelchair users and waiting areas and entrance lobbies are expected to include some of the following:
- Materials selected to reduce surface glare
 - Upon entrance the interior layout will be clearly signposted
 - The use of lighting and signage to aid way finding; and
 - Solid floor surfaces to access routes to facilitate ease of wheelchair movement.

Stairs and Lifts

- 4.61. Stairs to both cores of the building will be designed to comply with all appropriate Building Regulations with wheelchair refuge area with intercom access. The required maneuvering space of 1500mm x 1500mm for wheelchair users will be provided in front of the lift on every floor, without encroaching into the circulation space.

Internal Circulation

- 4.62. All primary circulation corridors are minimum 1900mm wide, exceeding the minimum required width of 1800mm as set in the DfE Output Specifications. All accessible toilets doors will open outwards without reducing the minimum corridor width.

Emergency Egress

- 4.63. Evacuation of disabled people will be driven by a combination of physical fire safety measures and management procedures. This will be developed in conjunction with the fire strategy and management policies with reference to statutory guidance. A fire strategy report will be prepared to include egress of people with disabilities and occupants of the building. Alarm systems will provide visual as well as audible signals in an emergency. In addition, Emergency Egress provision will include the following:

- Visual fire alarms especially where people may be alone
- Improvements in legibility of evacuation procedure signs
- Direction and location signs to circulation cores

Programme

4.64. The Crown Street Phase 2 development has been phased on order to facilitate the delivery process of each part of the scheme.

4.65. The Applicant has provided the following indicative construction sequence and programme for delivering the proposals. This is an indicative construction programme and the Applicant highlights that there are multiple risks involved in the development process. The Applicant notes that this programme may ultimately be extended in the event delays caused by sustained periods of poor weather, unexpected ground conditions or other abnormalities, volatility in economic and housing markets, political uncertainty, the availability of funding and any on-going effects from Covid-19.

- Phase A – Tower C4 and residents car park and part public realm– on-site and due to complete September 2023.
- Phase D – Public underground car park - on-site and due to complete September 2023 (opening ties in with the completion of C4).
- Phase C – Primary school – construction to commence in August 2022 and is due to complete in June 2024.
- Phase B – Tower C5 and residents’ car park and remaining public realm– on-site and due to complete September 2024.
- Final public realm (for example, reinstating highway post construction and landscaping around the perimeter of the Site) and Section 278 Highways works – completion targeted for September 2024.

5. Development Plan & Material Considerations

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2. This section identifies the Development Plan documents and other planning guidance, which form the basis for the consideration of the Phase C Reserved Matters detailed proposals. The hybrid planning permission was approved. For further details or for the full planning policy framework and corresponding planning policy assessment please refer to the Planning and Tall Building Statement (prepared by Deloitte) submitted and approved by MCC as part of the hybrid permission.

Development Plan

- 5.3. The Local Development Framework (LDF) is a collection of statutory Development Plan Documents (DPDs) that together set out the vision and spatial strategy for the future development of Manchester. To-date only the Core Strategy DPD has been adopted by Manchester City Council. Within this context, the Development Plan comprises:
- Manchester Core Strategy (2012);
 - Manchester Proposals Map (2012);
 - Guide to Development in Manchester Supplementary Planning Document (2007);
 - Saved Policies of the Manchester Unitary Development Plan (2005);
 - Greater Manchester Joint Waste Development Plan Document (2012); and
 - Greater Manchester Joint Minerals Plan (2013).
- 5.4. The Core Strategy was adopted in July 2012 and is the key overarching DPD within the LDF. The Core Strategy has replaced significant elements of the Manchester UDP as the document that sets out the long term strategic policies for Manchester's future development and forms the primary framework that planning applications will be assessed against. Despite being largely superseded by the Core Strategy, a number of UDP Policies have been "saved" and comprise part of the Development Plan.

Planning Guidance

- 5.5. The following national policy guidance documents form a material consideration that should be taken into account when determining the planning application:
- National Planning Policy Framework (2021)
 - National Planning Practice Guidance
 - National Design Guide (2021)
- 5.6. The following regional and local planning guidance documents also comprise material considerations in the determination of this planning application.
- Places For Everyone Joint Development Plan (August 2021) – Publication Stage

- Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)
- Great Jackson Street Development Framework (2018)
- City Centre Transport Strategy (2020)
- Manchester Climate Change Framework: 2020-2025
- Manchester Zero Carbon Framework (2020)
- Design for Access 2 (2003)

National Planning Policy Framework

- 5.7. The National Planning Policy Framework (NPPF) (revised version published July 2021), articulates the priorities of the Plan for Growth within planning policy.
- 5.8. At the heart of the 2021 revised NPPF lies the ‘presumption’ in favour of sustainable development, which supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.
- 5.9. The NPPF states that ‘the purpose of the planning system is to contribute to the achievement of sustainable development’ (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.10. The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support strong, vibrant and healthy communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment

Planning Practice Guidance

- 5.11. The National Planning Policy Guidance (‘NPPG’) was published in March 2012 and revised in July 2018. It sets out advice, information and best practice on a wide range of planning issues with the overall objective of becoming a single source for planning guidance which is maintained as a live resource.
- 5.12. The NPPG stresses the importance of well-designed places and good design that takes the opportunity to improve the character and quality of an area and the way it functions.

National Design Guide

- 5.13. The National Design Guide was published by the Ministry of Housing, Communities and Local Government in 2019. This document forms part of the governments planning practice guidance and was created to outline key characteristics that make well-designed places.
- 5.14. There are 10 characteristics of well-designed places within the National Design Guide and these are listed below:
- Context – enhances the surroundings
 - Identity – attractive and distinctive
 - Built form – a coherent pattern of development

- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

Places For Everyone Joint Development Plan (August 2021) – February 2022 Submission Stage

- 5.15. The Places for Everyone Joint Development Plan Document – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, Wigan Publication Plan, was considered at the Places for Everyone Joint Committee on July 20, 2021 and was subsequently approved by each of the nine districts for publication.
- 5.16. The plan has been submitted to the Secretary of State for examination on 14 February 2022 together with all the supporting documents, background evidence, and representations received during the final stage of public consultation. It should be noted that no Modifications were considered necessary prior to Submission, therefore the Submission Plan remains unchanged from that published under Regulation 19 in August 2021. Independent Inspectors will now be appointed to undertake an independent examination into the plan.
- 5.17. Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts.
- 5.18. The plan is a joint development plan of the nine districts which will determine the kind of development that takes place in their boroughs, maximising the use of brownfield land and urban spaces while protecting Green Belt land from the risk of unplanned development. It will also ensure all new developments are sustainably integrated into Greater Manchester’s transport network or supported by new infrastructure.
- 5.19. The plan is the result of a process that began as the Greater Manchester Spatial Framework (GMSF) in 2014, and has been informed by the feedback received from residents, businesses and the development industry to previous consultations on that Plan. The nine districts decided to continue to produce a joint plan following the withdrawal of Stockport Council from the Greater Manchester Spatial Framework.
- 5.20. The Places for Everyone Joint Development Plan was subject to a final stage of consultation which commenced on 9 August 2021 and ran for 8 weeks, ending on 3 October 2021. The consultation was on whether the plan meets the ‘test of soundness’. The plan is currently at Publication Stage, whereby following the final stage of consultation analysis is currently being undertaken following the consultation period, in preparation for the examination in public. The plan will be submitted to the Secretary of State for Examination. The examination phase is expected to take place in January 2022, with the publication of the final plan anticipated for 2023.
- 5.21. Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stages of preparation; the extent of unresolved objections; and the degree of consistency of the relevant policies in the emerging plan to this Framework. Whilst the Places for Everyone Joint Development Plan is not adopted it is at the final stage of consultation and so it is considered to carry some weight in the determination of planning applications.
- 5.22. The Places for Everyone Joint Development Plan sets out 10 strategic objectives:
1. Meeting our housing need.

2. Create neighbourhoods of choice.
3. Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
4. Maximise the potential arising from our national and international assets.
5. Reduce inequalities and improve prosperity.
6. Promote the sustainable movement of people, goods and information.
7. Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
8. Improve the quality of our natural environment and access to green spaces.
9. Ensure access to physical and social infrastructure.
10. Promote the health and wellbeing of communities.

Great Jackson Street Development Framework (2018)

- 5.23. The Great Jackson Street (GJS) Framework was originally endorsed in 2007 and was updated in 2015. Most recently, the Framework was updated in 2018 to reflect the potential for growth in this part of Manchester City Centre.
- 5.24. Following public consultation organised by MCC, the 2018 Framework was endorsed by the Executive Committee in January 2018 and now forms a material consideration in the determination of any planning application within its boundary.
- 5.25. The Site is located within the GJS Framework (2018) area, and is identified as being part of Crown Street Plot C.

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

- 5.26. The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.
- 5.27. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.
- 5.28. The documents reflect and provide guidance on the importance of creating attractive, well designed, well maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

City Centre Transport Strategy (2020)

- 5.29. Manchester City Council has reviewed the City Centre Transport Strategy (CCTS), which seeks to establish an ambitious target for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040. This would equate to one million more sustainable journeys per day. Consultation on the published draft CCTS ended on 04 November 2020.
- 5.30. To achieve it will be necessary to consider City Centre streets, highways and transport networks in a new way to identify how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, and consider how to best make use of highly valuable city centre space, whilst ensuring the City Centre continues to thrive as the hub for economic growth. Seven ambitions to improve city centre travel are outlined:
- The city centre is more attractive for walking.

- The city centre is cleaner and less congested.
- More people choose to cycle to destinations within the city centre.
- The city centre benefits from better public transport connections.
- Parking is smarter and integrated with other modes.
- Goods are moved and delivered sustainably and efficiently to and within the city centre.
- Innovation is embraced where it benefits the city centre and its users.

Manchester Climate Change Framework 2020-2025 and Manchester Zero Carbon Framework (2020)

- 5.31. There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 5.32. In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are as follows:
- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
 - To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;
 - To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- 5.33. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.
- 5.34. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. The motion declares that climate change is a serious risk to Manchester's future and committed to embedding the issue as an integral part of council decision-making – making sure that all key decisions are taken with the city's target of becoming zero-carbon by 2038 in mind.
- 5.35. It further strengthens the emerging Manchester Zero Carbon Framework. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

Summary

- 5.36. The above policy and supplementary planning documents have informed the detailed design of the Proposed Development, Plot C.

6. Key Planning Consideration

Consultation

- 6.1. A Statement of Consultation was prepared and approved as part of the hybrid planning permission for Crown Street Phase 2. This document explains the programme of consultation that the Proposed Development underwent in order to ensure that issues could be considered and addressed as the design and content of the scheme developed.
- 6.2. A pre-application public exhibition took place on 27 November 2019 between 15:00 – 19:00 at Deansgate Square Marketing Suite. Invites were sent to over 2,500 local residents and businesses. This followed earlier consultations on the development principles for the Site set out as part of the comprehensive strategy for the GJS Framework area. In addition, a press release was prepared in advance of the exhibition to further increase the reach of our advertisement.
- 6.3. A public exhibition leaflet was sent to representatives of the Castlefield Forum and the Britannia Basin Community Forum on 13 November 2019 with a request to circulate the leaflet to their respective memberships. Castlefield Forum replied to state that they had shared the leaflet with residents. No response was received from Britannia Basin Community Forum.
- 6.4. The Proposed Development has also been informed by consultation with MCC as the Local Planning Authority and Local Education Authority, Local Ward Councillors from Deansgate and Hulme, Manchester Airport Group, Historic England, and Greater Manchester Police Secure by Design and local landowners. In addition, the Proposed Development was presented at Places Matter! Design Review Panel.
- 6.5. A full description of the pre-application stakeholder engagement process including responses to the key issues are set out within the Statement of Consultation prepared by Deloitte and submitted and approved as part of the hybrid planning permission (126668/FO/2020).

Local Ward Councillors

- 6.6. The Site sits within the Deansgate Ward and is in close proximity to the boundary with Hulme Ward; As part of the consultation exercise undertaken in support of the hybrid planning permission local Ward Councillors from Deansgate Square and Hulme wards were consulted. The scope of this consultation is summarised below:
 - Local Ward Councillors were invited to a briefing session in advance of the public exhibition on 27 November 2019 from 14:00 – 15:00 at the Deansgate Square Marketing Street. Local Ward Councillors were also invited to the public exhibition and were provided with key details on the Proposed Development in advance. Cllr Joan Davies and Cllr Johns from the Deansgate Ward attended the public exhibition.
 - Through correspondence with Councillors it transpired that MCC also had a Full Council session on 27 November, so Councillors may have been less able to attend. In response, the team offered an alternative briefing session to Councillors.
 - This subsequent briefing session took place on 5 December 2019, and was attended by members of the project team, including the Applicant and representatives from Deloitte and SimpsonHaugh and Partners. The briefing session was attended by Cllr Lee-Ann Igbon from the Hulme Ward and provided an opportunity to discuss the Proposed Development and raise any queries and concerns.
- 6.7. Further consultation has taken place with Deansgate Ward Councillors as part of the pre-application consultation process undertaken in support of this reserved matters application:

- 6.8. A briefing email was sent to Councillor Johns, Councillor Jeavons and Councillor Davies outline the detailed proposals and inviting local Ward Councillors to a briefing session.
- 6.9. A briefing session subsequently took place with Councillor Jeavons on 24 February 2022 via Teams, which was attended by representatives from Arkilab, Deloitte and Renaker Build Ltd. Councillor Jeavons expressed his support for the detailed proposals being brought forward. The scope and requirement for additional public consultation was also discussed with Councillor Jeavons, whereby it was agreed that further public consultation was not required in respect of the reserved matters application for the school, particularly given that:
- The principle of the proposals for education facility is already established by the outline planning permission;
 - The hybrid planning permission was subject to an extensive public consultation exercise, as referenced above; and
 - The detailed proposals for the education facility are within the parameters approved as part of the hybrid planning permission.

Local Education Authority

- 6.10. As part of the hybrid planning permission consultation process the Applicant undertook early, ongoing discussions with the Education Authority at MCC in relation to the key principles, design and programming of the school:
- The Applicant has received a Letter of Support from the LEA, regarding the new school as part of the hybrid permission. The letter states that the Council is committed to working in partnership with Renaker to bring forward an appropriate design to achieve development of the proposed school.
 - Four meetings were held with the LEA on 18 October, 21 November, 4 December, and 12 December 2019. The meetings were attended by representatives from Renaker Build Ltd, MCC Regeneration and Growth department and MCC Education department. At the meetings, timescales, actions and key considerations were discussed. Key considerations include:
 - Fundamentally the school does not have enough area for outside play. It was agreed that Renaker and the Education Authority need to work innovatively to reach a proposal that overcomes safeguarding responsibilities and provides adequate play area.
 - The Education Authority stated its preference for a day care centre.
 - There are no other City Centre educational facilities in the pipeline.
 - The Letter of Support provided by the LEA was submitted as part of the hybrid permission, having been included as Appendix D of the approved Statement of Consultation, prepared by Deloitte.
- 6.11. During the Reserved Matters detailed design development process for the school, subsequent ongoing consultation has taken place with the LEA. Regular meetings have been place with the LEA from June 2021 to March 2022.
- 6.12. Further pre-application consultation has been undertaken with the LEA in respect of design development of the school. As a result of addressing previous concerns, the LEA agreed that a three-storey educational facility with external play facilities located on the roof, would provide the most appropriate arrangement and that the internal design provided an acceptable layout to meet the requirements of BB103 as well as accommodating the required flow and curriculum adjacencies. In addition, it was agreed that whilst the design did not meet the minimum area standards for outdoor curriculum PE activities, that the LEA were able to accept this, and through further engagement during their design development stage, the reduced area could be designed and managed in a way that would allow the curriculum to be delivered satisfactorily.

- 6.13. The detailed proposals for the school have responded to LEA requirements and comments, with the proposals having been reviewed and signed off by the LEA in March 2022. On this basis the LEA have provided a further letter of support, which has been included at Appendix A of this Statement.

Key Planning Issues

- 6.14. The following planning issues are considered relevant to the determination of the Reserved Matters Planning Application for Phase C. Some of the below planning issues were previously considered in relation to the Masterplan as part of the hybrid planning permission which provided outline consent for Plot C where the reserved matters and amendments have changed the considerations these have been reconsidered:
- Education Provision
 - Design
 - Townscape
 - Climate Change, Energy and Sustainability
 - Transport (school)
 - Wind
 - Air Quality
 - Noise and Vibration
 - Solar Glare
 - Ventilation
 - Safety and Security
 - Summary of Planning Policy Assessment
- 6.15. A number of planning issues were previously considered in the determination and approval of the hybrid planning permission which provided outline consent for Phase C of Crown Street Phase 2. Please refer to Table 6.1.
- 6.16. A planning policy assessment has been undertaken in support of this reserved matters application – please refer to Appendix C of this Statement for detailed local planning policy assessment.

Reserved Matters Planning Issues

Education Provision and Demand

- 6.17. Based on Department for Education published data on school capacity, there were only 277 available places in primary schools within 1.2 miles of the Site and 4,153 in secondary schools within three miles of the Site in the academic year 2017/18.
- 6.18. Within this context, there is increasing demand for school places in Manchester, due to inward migration exceeding the number of pupils leaving the City. Meanwhile, the growing demand for secondary places is being driven by larger primary cohorts feeding into the system 1.
- 6.19. Manchester has seen a number of significant developments in relation to improving education provision in the City Centre within the past 7 years, including:
- The New Islington Free School (ages 4-11) opened in September 2013.

¹ Manchester City Council, *State of the City Report 2019*,
https://www.manchester.gov.uk/downloads/download/7121/state_of_the_city_report_2019_whole_document

- Planning permission was granted in November 2019 for a change of use at New Century Hall in NOMA. This includes the delivery of a creative college, which offers vocational qualifications for 16+ students across a variety of creative subjects, including music and media, events, and games.
- Planning permission was granted in December 2019 to build a £100m campus for Creative and Digital Industries, at the UX Manchester for The Manchester College and UCEN Manchester (ages 16-19).

- 6.20. This shows that there continues to be a series of positive moves to improve and enhance education provision within the City Centre.
- 6.21. The MCC Executive Report 'School Place Planning and Admissions' (February 2020) recognises the continued attractiveness of the City Centre as a place to live and work, with ongoing residential growth expected to result in additional demand for primary school places as more residents choose to remain in the city centre when starting a family. The report also includes the following:

"In response to this forecast demand the Council is working with Renaker Build to establish a new primary school as part of the Crown Street phase 2 development. The school is expected to provide 210 places for primary age children along with a 26 place nursery and be integrated in the masterplan for the area. Renaker Build is committed to a S106 contribution towards development of the school with the Council expecting to commit an element of basic need capital. It is anticipated that the school will be ready to admit pupils in 2024 and a provider will be secured by undertaking a free school presumption during 2020."

- 6.22. The delivery of the new school goes beyond the ambitions of the GJS Framework and will serve as an essential piece of social infrastructure to support the growing demand for primary school places in the City Centre.

Design

- 6.23. Chapter 12 of the NPPF emphasises the great importance placed on the creation of high quality buildings and places; good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. A number of factors help to ensure that developments are contributing to the creation of well-designed places:
- Function well and add to the overall quality of the area, over the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - Are sympathetic to local character and history;
 - Establish or maintain a strong sense of place to create attractive, welcoming and distinctive places;
 - Optimise the potential of the site and support local facilities and transport networks; and
 - Create places that are safe, inclusive and accessible and which promote health and well-being.
- 6.24. In addition, the NPPG states that well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process.
- 6.25. *Core Strategy Policy EN1 Design Principles and Strategic Character Areas* states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located.
- 6.26. *Core Strategy Policy CC6 City Centre High Density Development* outlines that City Centre developments will generally be high-density, and in a local to maximise its efficiency.
- 6.27. *Core Strategy Policy CC9 Design and Heritage* requires the design of new buildings to be of the highest standard.

- 6.28. *Core Strategy Policy DM1* states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detail; and to impact on the surrounding areas in terms of the design, scale and appearance.
- 6.29. *Core Strategy Policy CC10* states that development will be supported where they promote high standards of accessibility to buildings and across spaces in the City Centre. *Core Strategy Policy DM1* states that buildings and neighbourhoods should be fully accessible to people with disabilities.
- 6.30. Design for Access 2 is also relevant. This document provides guidance on measures that should be incorporated into schemes to increase their accessibility.
- 6.31. The permitted parameters, approved as part of the hybrid planning permission established the layout, scale and massing and quantum of development. The Reserved Matters details for Phase C accords with these established parameters. The visual appearance of the Phase C detailed proposals has also carefully considered and aligned with the wider Crown Street Phase 2 development, and the adjacent Crown Street (Phase 1) development.
- 6.32. The hybrid permission approved specific parameters within which the scale and massing of Phase C needs to be designed
- 6.33. The detailed design has been developed by a highly experienced design team through a process of close consultation with the Local Planning Authority, the Local Education Authority, the Department for Education and key stakeholders including statutory and non-statutory consultees and local ward councillors.
- 6.34. SimpsonHaugh and Partners, the architect for the Crown Street Phase 2 hybrid permission have been an integral part of the detailed design process, in its capacity as masterplanner the reserved matters details are consistent with SimpsonHaugh and Partners original design intent. For further details on the concept design stage please refer to the Design and Access Statement prepared by Arkilab, with input from SimpsonHaugh and Partners.
- 6.35. Overall, the design of the school has developed within the existing and emerging context at Crown Street Phase 1 and Phase 2 and will make positive contribution to the vitality and quality of local streetscape and wider built environment.
- 6.36. A palette of high-quality materials are used to articulate the volume surfaces and to emphasis orientation, scale, massing and context. The choice of materials aligns with the adjacent podium materials at Crown Street (Phase 1 – Elizabeth Tower and Victoria Residence) and The Blade and Three60 (Crown Street Phase 2). This will support the creation of a family of buildings within the area, including within the Crown Street Phase 2 masterplan. For further details please refer to the Design and Access Statement prepared by Arkilab.

Inclusive Design

- 6.37. The proposals have been designed to apply inclusive design principles to the internal spaces, creating a safe and secure environment which respond to the needs of all users. The design has been developed in full consideration of national legislation. The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the application site through to moving around the internal parts of the buildings and accessing information, including signage and contact details.
- 6.38. The setting out of the building levels has been dictated by the existing pavement levels. Taking into account these constraints, the design ensures that all primary entrances can be accessed from flat and level approaches.

- 6.39. The clear width of all access routes from pavement to main entrances are at least 1500mm wide; and comply with or exceed statutory guidance. Similarly, the gradient of access routes are either 'flat' (cross falls introduced for drainage only) will be set at no more than 1 in 21.
- 6.40. Further detailed design will be undertaken with the end users to determine a suitable fit out and interior design for these spaces.
- 6.41. All primary circulation corridors are minimum 1900mm wide, exceeding the minimum required width of 1800mm, as set out in the DfE Output Specifications Document.
- 6.42. The design team will endeavour to develop the detailed design of the scheme to comply with DFA2 standards, whilst meeting the DfE requirements.
- 6.43. The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design.

Townscape

- 6.44. The built form will consist of a brick façade, including a range of texture and colour to provide individuality whilst complementing the surrounding streetscape and wider area. The final choice of brick colour will be determined at detailed design stage.
- 6.45. Townscape and Visual Impact was scoped into the EIA submitted and approved as part of the hybrid planning permission for Crown Street Phase 2.
- 6.46. The conclusions of the previous, approved Townscape and Visual Impact assessment remain valid and so townscape and visual impact has been scoped out of the EIA addendum prepared in support of this reserved matters application. For further details please refer to the ES Volume 1 Chapter 10 (Townscape and Visual Impact) prepared by Chris Burnett Associates and approved as part of the hybrid permission.

Climate Change Mitigation, Energy and Sustainability

- 6.47. Paragraph 153 of the NPPF (2021) states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.
- 6.48. In respect of climate change, Paragraph 152 of the NPPF (2021) advises that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.
- 6.49. Paragraph 153 also states that policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.
- 6.50. Further to this, Paragraph 154 states that new developments should be planned in ways that:
- Avoid increased vulnerability to the range of impacts arising from climate change;
 - Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.
- 6.51. Paragraph 155 of the NPPF goes on to state that to help increase the use and supply of renewable and low carbon energy and heat, plans should:
- Provide a positive strategy for energy from these resources, that maximises the potential for sustainable development, while ensuring that adverse impacts are addressed satisfactorily;
 - Consider identifying suitable areas for renewable and low carbon energy resources, and supporting infrastructure;

- Identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

6.52. The NPPG sets out guidance on climate change and it states:

“effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.”

6.53. *Core Strategy Policy EN8 Adaption to Climate Change* set out that all new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

6.54. The supplementary planning document, *Guide to Development in Manchester (2007)* also details the Environmental Standards development in Manchester is expected to achieve, including energy efficiency, renewable energy and environmental design.

6.55. MCC’s *Climate Change Framework 2020 – 2025*, published in March 2020, sets four overarching objectives:

- Objective 1 – Staying within our carbon budgets
- Objective 2 – Climate adaptation and resilience
- Objective 3 – Health and wellbeing
- Objective 4 – Inclusive, zero carbon and climate resilient economy.

6.56. There are six ‘Priority Actions’ set out in the *Climate Change Framework 2020 – 2025* to focus efforts to achieve these overarching objectives. These are described below:

- Priority Action 1 – New Buildings
- Priority Action 2 – Renewable Energy
- Priority Action 3 – Transport and Flying
- Priority Action 4 – Food
- Priority Action 5 – The things we buy and throw away
- Priority Action 6 – Green infrastructure and nature-based solutions

6.57. *Core Strategy Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development* encourages the reduction on CO2 Emissions through following the Energy Hierarchy principles:

- To reduce the need for energy through design features that provide passive heating, natural lighting and cooling.
- To reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.

6.58. *Core Strategy Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies* seeks CO2 reductions from low or zero carbon energy supplies and includes the following targets:

- A CHP/district heating anchor or connection, or where not feasible.
- A 15% increase on Part L 2010.

6.59. An Environmental Standards Statement has been prepared by Element Sustainability in support of this reserved matters application.

6.60. The ESS details of the design attributes, specifications and characteristics of the proposals to demonstrate how the proposals contribute to sustainable development and seek to mitigate the environmental impacts of the scheme. The ESS provides details of the proposals in relation to energy improvements, water conservation, materials, health and well-being, waste and pollution control.

6.61. The conclusions of the ESS are summarised below:

Sustainability Performance

- Water consumption of the development will be minimised through the specification of efficient water fixtures.
- The proposed scheme location promotes access to sustainable transport options and the design has prioritised pedestrians and cyclists over the private car. Provision of cycle storage and access to regular busses will contribute towards creating a highly connected and sustainable development.
- The development Site is located within Flood Risk Zone 1. Post development surface water run-off rates will be managed and mitigated through the implementation of SUDs where applicable.
- Waste arising during construction and occupation/operation will be minimised through the implementation of a Waste Management Plan(WMP). The WMP will be used to ensure that there is adequate management and storage of construction waste takes place in line with the Council's policies. Opportunities for the possible recycling of construction from excavation works will also be considered in line with best practice.
- A refuse management strategy has been developed to manage waste and recyclables from the operational phase of the development. Source segregation and the provision of refuse areas will encourage individuals to recycle and divert waste away from landfills.
- Materials are proposed to be responsibly sourced and materials with low environmental impact will be selected and local suppliers will be prioritised. Material selection will be carefully considered to avoid the use of toxic materials and materials with VOCs.
- The findings from the Ecological Survey shows that there are no legally protected and /or notable species and their habitats on site.
- The BREEAM Pre-Assessment shows that the building is expected to achieve an indicative BREEAM rating of 'Very Good'.
- The relevant building areas meet good practice daylight factors

Energy Strategy

The development will be designed and specified in accordance with the principles of the energy hierarchy and in line with the targets and guidance set out in Manchester City Council's Core Strategy.

- A combination of enhanced building fabric (significantly beyond the regulatory compliance standard), efficient mechanical and electrical systems, and controls, will achieve compliance with the emission reduction targets stipulated by Building Regulations Part L2A (2013).
- The school also benefits from air source heat pumps specified to meet the hot water requirements. These systems are extremely energy efficient and will play a significant role in reducing the development's carbon footprint;
- High efficiency HTM ventilation system;
- Overall, energy modelling calculates a minimum 24.5% emissions reductions over Part L2A (Part L) (2013) of the Building Regulations and will aim for 20% renewable energy provision on site, as set out in the ESS prepared by Element Sustainability and in Chapter 4 of this Statement.

6.62. The proposals for the education facility will deliver a highly energy efficient and sustainable scheme, providing a quality development that accords with the guidance provided within the Manchester City

Council' adopted planning policies. The scheme is wholly aligned with the specific requirements of the Department for Education and also Manchester City Council 'CCP Capital Programmes Top 10 Low Carbon Priorities'.

- 6.63. For further details please refer to Chapter 4 of this Statement and the ESS submitted as part of this application.

Wind

- 6.64. The original hybrid planning permission was supported by an EIA, which included an assessment in relation to wind. As part of the EIA addendum submitted in support of this reserved matters application a wind EIA technical note has been prepared by WSP.

Hybrid Permission EIA: Wind (ES Volume 1 Chapter 12)

- 6.65. Chapter 12 of the ES Volume 1 prepared by WSP and approved as part of the hybrid planning permission considers wind effects and microclimate, the study considers the effects of topography, building shape and climate on wind conditions around the Site.
- 6.66. The assessment consists of CFD simulations over a range of wind directions, which were combined with long-term wind statistics to provide a statistical representation of the expected wind conditions.
- 6.67. The results of the assessment, including the wind mitigation features incorporated in the design, indicated that the Proposed Development is likely to modify the local wind environment and create both improvements and some localised wind acceleration. However, no significant negative effects in terms of both pedestrian comfort and safety, have been highlighted.

Wind EIA Technical Note (Addendum)

- 6.68. An EIA Technical Note has been prepared by WSP in support of this reserved matters application. This forms part of the EIA Addendum at ES Volume 2 Appendix 12.3.
- 6.69. The Wind EIA Technical note confirms that the conclusions of the wind microclimate study submitted in support of the hybrid planning permission remain valid.
- 6.70. It is highlighted that an additional fenced-off area is now proposed between the school and Tower C4 ('The Blade'), however it is understood that this fence will be aerodynamically porous and so it is concluded that this will not materially impact the wind conditions in this area.
- 6.71. WSP have also confirmed that the three porous wind screens on the pavement to the west of the school, which formed part of the mitigation strategy in the hybrid permission, are no longer required. These screens were originally introduced to mitigate a pedestrian safety exceedance in a scenario where Tower C5 ('Three60') was not in place. As both the towers (C4 and C5) are now under construction, this scenario is no longer relevant, and so the screens can be removed. The removal of the screens has been addressed in the proposed site plan (prepared by Arkilab) and submitted as part of this application.

Air Quality

- 6.72. The NPPG states the 2008 Ambient Air Quality Directive sets legally binding limits for concentration in outdoor air of major air pollutants that impact public health. The UK also has national emission reduction commitments for overall UK emissions of 5 damaging air pollutants, including:
- Nitrogen oxides
 - Sulphur dioxide
- 6.73. The NPPG continues by highlighting that whether or not air quality is relevant to a planning decision depends on the proposed development and its location. When deciding whether air quality is relevant considerations could include whether the development would:

- Lead to changes (including any potential reductions) in vehicle-related emissions in the immediate vicinity of the proposed development or further afield.
- Introduce a new point sources of air pollution;
- Expose people to harmful concentrations of air pollutants, including dust;
- Give rise to potentially unacceptable impacts during construction for nearby sensitive locations; and
- Have potential adverse effect on biodiversity.

- 6.74. *Core Strategy Policy EN16* states that “the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester’s principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.”
- 6.75. Paragraph 12.81 continues, “other policies within the Core Strategy will guide the location of development in order to reduce the need for private transport and encourage the use of decentralised and renewable energy and green infrastructure to reduce both emissions and their impact still further.”
- 6.76. Developers will be expected to take measures to minimise and mitigate the local impact of emission from traffic generated by the development, as well as emissions created by the use of the development itself, including Combined Heat and Power and biomass plant.
- 6.77. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.
- 6.78. The original hybrid planning permission was supported by an EIA which included an assessment in relation to Air Quality. As part of the EIA addendum submitted in support of this reserved matters application an air quality EIA technical note has been prepared by Ensaf.

Hybrid Permission EIA: Air Quality (ES Volume 1 Chapter 6)

- 6.79. The approved Air Quality Assessment undertaken as part of the EIA concludes that during the construction phase of the Proposed Development, there is potential for air quality impacts at human receptors as a result of dust emissions from the Site. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts were predicted to be negligible.
- 6.80. The residual effects in relation to air quality are set out below:
- Assuming the relevant mitigation measures are implemented (detailed within the approved ES Air Quality Chapter), the residual effect from all dust generation activities is predicted to negligible on a temporary basis and therefore not significant.
 - Following the implementation of offsetting measures (detailed within the approved ES Air Quality Chapter), residual effects resulting from road vehicle exhaust emissions associated with traffic generated by the Proposed Development are predicted to be negligible on a permanent basis and therefore not significant
- 6.81. The assessment identifies a number of best practice measures that have been implemented within the design of the Proposed Development. A large number of best practice measures to follow during the construction phase have also been identified.
- 6.82. The air quality assessment recommends the inclusion of appropriate mechanical ventilation to all internal areas ground and first floor levels where proposed educational use is situated.

- 6.83. The approved ES (Volume 1 Chapter 6) concluded that the Proposed Development (Crown Street Phase 2) does not, in air quality terms, conflict with national or local policies. There are no constraints to the development in the context of air quality.

Air Quality EIA Technical Note (Addendum)

- 6.84. An EIA Technical Note has been prepared by Ensafé in support of this reserved matters application. This forms part of the EIA Addendum at ES Volume 2 Appendix 6.3.
- 6.85. The Air Quality EIA Technical Note concludes that following a review of data used to undertake the previous assessment demonstrates that air quality has improved marginally since the original assessment undertaken in support of the hybrid permission.
- 6.86. It is concluded that air quality at the proposals for the school are unlikely to exceed that predicted during the previous assessment. Based on the above, Air Quality impacts associated with the Proposed Development (Crown Street Phase 2) will not exceed those previously predicted, and a worst-case scenario has been confidently assessed throughout all elements of the assessment.
- 6.87. Additionally, the technical note also acknowledges that mechanical ventilation is still proposed within sensitive areas of the development. It is considered that proposed measures will ensure that future site users are protected from existing elevated pollutant concentrations. On this basis, Ensafé therefore considered that no further assessment is necessary, and furthermore Air Quality should not be viewed as a constraint to planning approval.
- 6.88. The Proposed Development does not therefore, in air quality terms, conflict with national or local policies. There are no constraints to the development in the context of air quality.
- 6.89. For further details please refer to the Air Quality EIA Technical Note prepared by Ensafé and submitted as part of this application.

Transport

- 6.90. Chapter 9 of the NPPF focuses on promoting sustainable transport. Paragraph 105 of the NPPF (2021) states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and health.
- 6.91. One of the key elements of national and local planning policy is to ensure that safe and suitable access to a development can be achieved by all users. Paragraph 112 of the NPPF states that applications for development should:
- Give priority first to pedestrian and cycle movements;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 6.92. *Core Strategy Policy T1 Sustainable Transport* sets out to deliver a sustainable, high quality, integrated transport system in order to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.

- 6.93. *Core Strategy Policy T2 accessible areas of opportunity and needs* sets out that developments should provide a level of car parking which reflects the realistic requirements of the users of the development. Regard should also be given to the need for disabled and cycle parking provision.
- 6.94. *Core Strategy Policy CC5 Transport* outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.
- 6.95. Transport was previously considered in relation to Crown Street Phase 2 as part of the hybrid planning permission. Chapter 11 (Traffic and Transport) of the ES Volume 1 prepared by Vectos and approved as part of the hybrid planning permission considers the baseline conditions and highway safety in the vicinity of the Site has been undertaken; it also highlighted that there are no existing safety issues that are likely to be exacerbated by the Proposed Development
- 6.96. The transport assessment undertaken as part of the EIA concluded that the Proposed Development, Crown Street Phase 2 does not adversely affect the operation of the highway or transport network and is considered compliant with Local Authority policies with regards to Transport and meets the criteria set out in national and local policy for sustainable development. Vectos have confirmed that the conclusions of the previous assessment remain valid/
- 6.97. In line with local and national policy, the location and design of the scheme exploits opportunities for the use of sustainable transport modes.
- 6.98. A Framework Travel Plan was approved as part of the hybrid permission for Crown Street Phase 2. The Framework Travel Plan makes specific reference to the proposed education facility and identifies a number of measures to reduce the use of a private car. The Site is extremely accessible by a range of public transport modes, including bus, Metrolink and rail.
- 6.99. The Proposed Development, Crown Street Phase 2 also includes improvements to walking and cycling routes within the Site and an appropriate level of car parking.
- 6.100. The approved Framework Travel Plan sets out a commitment to build on the sustainable location of the Site by supporting residents to make informed travel choices, to promote and provide information, and to adopt strategies to encourage sustainable trip making.
- 6.101. It should be noted that the school drop off area is located along Great Jackson Street, outside of the Site boundary. This location is considered the best position on the highway network to accommodate the drop off from a route-planning perspective. As a City Centre school is it anticipated that the majority of pupils will from the local area and so walking will be a popular means of accessing the school, reducing the use of any drop off locations. The principle of this approach to school drop off (and pick up) was set out and approved as part of the hybrid planning permission.
- 6.102. It should be noted that a detailed Travel Plan in relation to Phase C (education facility) will be submitted to MCC, as required by Condition 108 attached to the hybrid permission (126668/FO/2020).
- 6.103. For further details please refer to the Framework Travel Plan and ES Volume 1 (Chapter 9), both prepared by Vectos and approved as part of the hybrid permission.

Car and Cycle Parking

- 6.104. As part of the hybrid planning permission Crown Street Phase 2 will deliver basement car parking for residents and the public. No additional car parking provision is included as part the reserved matters proposals for Phase C, the education facility. As a City Centre school is it hoped that the majority of pupils will from the local area and so walking will be a popular means of accessing the school, reducing the need for car parking in relation to the school.

- 6.105. In line with the hybrid planning permission cycle parking provision will be located within the public realm being delivered as part of Crown Street Phase 2, namely along the east-west cycle and pedestrian route to the school and at building entrances (C4 and C5). For details, please refer to the proposed site plan (prepared by Arkilab) and submitted as part of this application.

Noise and Vibration

- 6.106. Paragraph 174 (part e) of the NPPF (2021) states that planning policies and decisions should prevent both new and existing developments from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution.
- 6.107. *UDP Policy DC26 Development and Noise* outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:
- the effect of new development proposals which are likely to be generators of noise; and
 - the implications of new development being exposed to existing noise sources which are effectively outside planning control.
- 6.108. In addition, *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity, including noise.
- 6.109. The original hybrid planning permission was supported by an EIA which included an assessment in relation to Noise and Vibration, prepared by Ensaf (formerly REC Ltd).

Hybrid Permission EIA: Noise and Vibration (ES Volume 1 Chapter 7a)

- 6.110. Chapter 7 of the ES Volume 1 prepared by Ensaf (formerly REC Ltd) and approved as part of the hybrid planning permission considers the potential construction and operational phase air quality impacts associated with the Proposed Development, Crown Street Phase 2 (including the education facility).
- 6.111. The approved ES Noise and Vibration Chapter concluded the following:
- If a Construction Environment Management Plan (CEMP) is followed and adhered to and best practicable means are followed there should be a short term minor adverse impact at local level during the duration of the construction phase at existing and any proposed receptors due to construction noise and vibration. The impacts are not considered significant. Additionally, there is predicted to be a short term negligible impact at all receptors at the local level due to construction generated traffic – *it should be noted that a CEMP has subsequently been submitted and approved by Manchester City Council as part of the condition discharge process for the wider Crown Street Phase 2 development.*
 - Comparing the changes, as a whole, in road traffic noise levels as a result of the Proposed Development with the guidance contained in the Design Method for Roads and Bridges (DMRB), it can be shown that the magnitude of impact is categorised as long term negligible at the local level.
 - The Noise Impact Assessment has identified that the key sources of noise that have the potential to impact upon the proposed residential receptors and School are road traffic using Chester Road and the Mancunian Way and noise associated with the proposed commercial units, such as fixed mechanical and electrical plant items.
 - Subject to the incorporation of the identified mitigation measures and compliance with the specified plant noise emission limits, it is anticipated that a commensurate level of protection can be provided against development-generated noise for the closest residential receptors.
 - With regard to the internal areas of the school, mitigation measures in the form of upgraded glazing may be required depending on the location of the classrooms within the school building. Therefore, it is advised that classrooms are not located on south western faced in order to negate the need for high

specification glazing and less sensitive uses such as offices or kitchens are located within the south western area of the building.

Noise and Vibration EIA Chapter Addendum (ES Volume 1 Chapter 7b)

- 6.112. A Noise and Vibration EIA Chapter Addendum has been prepared by Fisher Acoustics in support of this reserved matters application. This forms Chapter 7b of the Crown Street Phase 2 Environmental Statement Volume 1 (Addendum), with the original approved chapter now forming Chapter 7a.
- 6.113. Chapter 7b of the Environmental Statement Addendum (Volume 1) assesses the impact the Chapter assesses the impact of Phase C (the education facility) only, as Phases A and B have been assessed previously as part of the hybrid application and have now been implemented.
- 6.114. A noise survey has been conducted at the Site to establish the pre-existing conditions at the Site, which is included at Appendix 7.2 of the Environmental Statement Addendum (ES Volume 2).
- 6.115. The existing nearby noise sensitive premises assessed are dwellings at Crown Street Phase 1 and dwellings Crown Street Phase 2 (Buildings C4 and C5) - currently under construction. Whilst there are other receptors around the Site, these other receptors are at greater distances from the Site than the receptors identified above and with similar exposure to the existing noise sources in the areas. Therefore, the achievement of acceptable noise levels at the assessed receptors would lead to acceptable noise level at receptors at a further distance from the Site.
- 6.116. The results of environmental noise surveys around the Site and the determination of the likely environmental noise effect of the Proposed Development on the surrounding residential areas are presented. The operation environmental noise impact includes consideration of the following:
 - Building services noise
 - Noise from the school hall
 - Intrusive noise within school areas
 - Noise affecting the proposed development (including road traffic)
- 6.117. The identification and evaluation of likely significant effects, mitigation measures, cumulative effects and residual effects consider:
- 6.118. Noise egress from the school hall – includes identification of recommended maximum allowable external noise levels.
- 6.119. Noise from the rooftop playground and external areas for daycare, nursery, and reception – includes recommended maximum allowable external noise levels due to activity noise propagation
- 6.120. The assessment concludes the following:
 - Noise levels as a result of construction work during the construction period are expected to lead to minor to moderate adverse impact if no mitigation measures are in place. Therefore, construction impact will be minimised by the mitigation methods described in BS 5228 - for instance, low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be minor adverse (non-significant).
 - The impact of construction vibration on existing sensitive receptors is expected to be negligible (non-significant).
 - The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed

Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required, to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected (non-significant).

- The minimum required sound insulation performance of the school façade elements has been identified. Compliance with the performance criteria should ensure that the impact of environmental noise levels at the Site on the school uses is negligible (non-significant).
- External and internal noise limits have been determined in relation to the allowable levels of activity noise egress from the proposed school hall. Compliance with the criteria would lead to negligible (non-significant) noise effects at sensitive receptors.
- The potential levels of noise propagation from the proposed rooftop playground and other external areas have been identified. The expected impact of playground noise and activity noise from other external areas on the closest residential apartments is negligible (non-significant).

6.121. For further details including noise egress from the primary school internal and external areas, please refer to ES (Addendum) Volume 2 Appendix 7.2 (Environmental Noise Study) and ES Volume 1 (Addendum) Chapter 7b.

Solar Glare

6.122. Paragraph 130 of the National Planning Policy Framework (2021) stipulates that *“Planning policies and decisions should ensure that developments...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users...”*.

6.123. *Core Strategy Policy DM1 Development Management* states that all development should have regard for the effects on amenity.

6.124. The original hybrid planning permission was supported by an EIA which included an assessment in relation to Solar Glare.

6.125. As part of the EIA addendum submitted in support of this reserved matters application an air quality EIA technical note has been prepared by GIA.

Hybrid Permission EIA: Solar Glare (ES Volume 1 Chapter 8)

6.126. Chapter 8 of the ES Volume 1 prepared by GIA and approved as part of the hybrid planning permission considers the potential for solar glare, through the consideration of sections of glazed façade that may reflect sunlight and obstruct the vision of road users.

6.127. In terms of solar glare, the approved solar glare assessment identified potential significant effects at several of the locations assessed and that all road junctions are considered high sensitivity, in relation to the Crown Street Phase 2 development.

6.128. The cumulative effects and residual effects set out in the approved ES Solar Glare Chapter are set out below:

- Cumulative schemes are not assessed as the solar glare assessment is a worst-case scenario. Additional developments could obscure the view of the Proposed Development from certain viewpoints and therefore reduce instances of solar reflections.
- The residual effects to road users surrounding the Site would be permanent, Negligible to Moderate Adverse and significant.

6.129. The potential effects outlined within Chapter 8 relate to all detailed plots of Phase 2 however as the detailed facades design of the school was not known, it was not technically assessed for potential glare. As such, more detailed analysis of the proposed school has been undertaken and submitted as part of the Reserved Matters application.

Solar Glare EIA Technical Note (Addendum)

- 6.130. An EIA Technical Note has been prepared by GIA in support of this reserved matters application. This forms part of the EIA Addendum at ES Volume 2 Appendix 8.2.
- 6.131. The EIA Technical Note acknowledges the Owing to the small scale of the proposed school, and on this basis confirms that it would only be visible within 30° of the driver's line of sight at one or more viewpoint at the following junctions, all other viewpoints assessed within the approved ES (Volume 1 Chapter 8) would be unaffected by the school:
- Chester Road Eastbound Junction 1;
 - Dawson Street Southbound Junction 1; and
 - Deansgate Interchange Southbound Junction.
- 6.132. It is noted that at the above junctions, only the elevations identified in the mark-up below would be visible from any of the viewpoints. The EIA technical note considers the potential effects of the detailed design of the school in detail.
- 6.133. The Solar Glare EIA Technical Note concludes that whilst reflections may occur from the school towards drivers, due to the small size of the apertures and the predominantly solid nature of the facade, any reflection would be for a very short period of time, they would reflect only a portion of the solar disc and would be very broken up so would be unlikely to results in an instance of glare and so GIA do not consider that further full technical assessment is required. It is confirmed that the potential solar glare effects outlined within Chapter 8 of the approved ES (Volume 1) remain valid and no additional adverse effects would arise from the reserved matters detailed design of the school façade.

Ventilation

- 6.134. *Core Strategy Policy DM1 Development Management* sets out that all development should have regard to effects on amenity
- 6.135. The reserved matters proposals provides details of the ventilation strategy for Phase C. MEP Design have prepared a Ventilation Strategy in relation to the Phase C (education facility) of the Proposed Development. The Strategy details how ventilation, extraction and odour requirements have been incorporated into the design.
- 6.136. These ventilation proposals will take due account of acoustic and air quality considerations during design stage.
- 6.137. There are likely to be no opening windows provided within this building due to the proximity to the Mancunian Way and the A56. Therefore, all ventilation shall be filtered and provided by mechanical means.
- 6.138. For further details please refer to the Ventilation Strategy which provides details of the following:
- Supply and Extract Systems
 - Mechanical Supply and Extract Ventilation
 - Local Extract Systems
 - Kitchen Extract - The kitchen will have a dedicated extract system.
 - Natural Ventilation
- 6.139. In summary, the Ventilation Strategy ensures Part F of the Building Regulations are met and that the air quality and occupant comfort within the building is satisfactory.

- 6.140. For further details please refer to the Ventilation Strategy prepared by MEP Design and submitted as part of this reserved matters application.

Safety and Security

- 6.141. *Core Strategy Policy DM1 Development Management* outlines that all development should have regard to the specific issues including community safety and crime prevention.
- 6.142. A Crime Impact Statement ('CIS') was prepared by Greater Manchester Police Design for Security and submitted as part of the hybrid permission. An updated CIS has been prepared in relation to the reserved matters proposals for the education facility, Phase C.
- 6.143. The CIS outlines a number of positive attributes of the scheme, including:
- Proposed building has a relatively simple footprint which reduces potential hiding places and allows for easy monitoring around the perimeter.
 - The principal entrance to the school building is located in an obvious position facing the main access route to the Site.
 - The reception office is located where staff have a good view of everyone entering and leaving the buildings. Visitors should be contained within a secure lobby area to allow staff to vet them before granting further admission inside the building.
 - The design and layout of internal and external spaces appears to be capable of being zoned, so that people are guided appropriately and prevents from accessing other areas. Access controls and alarm systems should be adaptable.
 - The design of the building does not appear to include any external climbing aids.
 - The proposals for the school provide the opportunity to include security features built into the design and construction of the building and avoid the need for obtrusive retro-fitted security features that can increase the fear of crime.
- 6.144. The CIS also outlines a number of further recommendations to improve security, including
- Screening and Privacy – the play areas should not be easily overlooked from adjacent premises, and measures should be included to provide appropriate privacy screening
 - Bin stores – if bin stores cannot be located within the school building it is advised that these be located behind a secure fence line to prevent theft, criminal damage and criminal and antisocial behaviour.
 - Consideration should be given to the provision of secure storerooms / cages where expensive IT equipment could be stored out of hours.
- 6.145. The CIS includes a number of measures that should be incorporated into the Proposed Development to achieve Secure by Design accreditation. These recommendations have been incorporated into the Proposed Development where appropriate and further consideration will be given to these at the detailed design stage to meet the policy requirements, and to achieve Secure by Design accreditation.
- 6.146. For further details please refer to the supporting Crime Impact Statement submitted as part of this Application.

Outline / Hybrid Permission Planning Issues

6.147. The planning issues and considerations set out in Table 6.1 were previously considered in the determination and approval of the hybrid planning permission which provided outline consent for Phase C of Crown Street Phase 2.

Table 6.1: Outline / Hybrid Planning Permission Planning Issues and Considerations, Comments and Approved Reports of Relevance.

Planning Issues/ Considerations	Comments	Approved Reports of Relevance
Principle of Use (including Housing Development)	The Proposed Development will contribute to the regeneration of the GJS Framework Area. It will provide a total of 855 residential units across two residential buildings, significant public realm, an education facility, commercial units and basement car parking.	For details, please refer to Chapter 3 and Chapter 7 the Planning and Tall Buildings Statement prepared by Deloitte (dated April 2020).
Affordable Housing	In accordance with MCC planning policy, affordable housing provision is subject to viability.	For details please refer to paragraphs 7.273-7.279 and Appendix A of the Planning and Tall Buildings Statement prepared by Deloitte (dated April 2020).
TV Reception Survey	The TV reception survey prepared and approved as part of the hybrid planning permission relates to the residential tower elements (Buildings C4 and C5) of Crown Street Phase 2, as these are over four storeys in height.	TV Reception Survey prepared by Pager Power
Transport	Traffic and Transport was scoped in to the approved EIA undertaken as part of the hybrid permission for Crown Street Phase 2. The conclusions of the previous assessment remain valid and so sunlight and daylight has not been scoped in to EIA addendum prepared in support of this reserved matters application. A Transport Assessment and a Framework Travel Plan have been undertaken by Vectos, in support of the hybrid planning permission. The approved Framework Travel includes reference to the proposed education facility and sets out a number of applicable measures.	Environmental Statement (ES) Volume 1 Chapter 11 (Traffic and Transport) prepared by Vectos Transport Statement (ES Volume 3 Appendix 11.1) prepared by Vectos Framework Travel Plan prepared by Vectos. A detailed Travel Plan in relation to Phase C (education facility) will be submitted to MCC, as required by Condition 108 attached to the hybrid permission (126668/FO/2020).
Residential Management	Residential management is not of relevance to the detailed proposals for the education facility.	Residential Management Strategy prepared by Zenith Property Management.

Planning Issues/ Considerations	Comments	Approved Reports of Relevance
Flooding and Drainage	A Flood Risk and Drainage Statement prepared by WSP was submitted and approved as part of the hybrid permission. Condition 92 attached to the hybrid planning permission requires details of surface water drainage works in relation to Phase C – this condition has been discharged under application ref. CDN/20/0718 (approved September 2021)	The information submitted and approved as part of application ref CDN/20/0718 remains valid. This information has been resubmitted in support of this reserved matters application.
Daylight, Sunlight and Overshadowing	Daylight, Sunlight and Overshadowing was scoped into the approved EIA undertaken as part of the hybrid permission for Crown Street Phase 2. The conclusions of the previous assessment remain valid and so sunlight and daylight has not been scoped in to EIA addendum prepared in support of this reserved matters application.	Environmental Statement (ES) Volume 1 Chapter 9 (Daylight, Sunlight and Overshadowing) prepared by GIA. ES Volume 3 Appendix 9.1 – Drawings of Baseline and Proposed Scenario ES Volume 3 Appendix 9.2 – Results for Baseline v Proposed
Archaeology	Condition 86 attached to the hybrid planning permission requires archaeological site investigations in relation to Phase C – this condition has been discharged under application ref. CDN/21/0760 (approved November 2021) (and formerly partially discharged under app ref. CDN/20/0606 in November 2020).	Archaeological Desktop Report and Written Scheme of Investigation prepared by Salford Archaeology. Please also refer to information submitted and approved under application CDN/21/0760. For further details, please refer to paragraphs 7.48 – 7.53 of the Planning and Tall Buildings Statement prepared by Deloitte (dated April 2020).
Ecology and Biodiversity	The assessment presents the results of a desktop study and an updated extended Phase 1 Habitat Survey carried out in October 2019. The conclusions of the previous assessment remain valid. The Assessment confirms the Proposed Development will have no adverse effect on statutory or non-statutory designated sites for nature conservation.	Ecology Assessment prepared by ERAP. For further details, please refer to paragraphs 7.54 – 7.65 of the Planning and Tall Buildings Statement prepared by Deloitte (dated April 2020).
Ground Conditions	In support of the hybrid planning permission WSP carried out Gas Monitoring, a Phase 1 and Phase 2 Geo-environmental Appraisal for the Site. Condition 85(a) attached to the hybrid planning permission requires preliminary risk assessment in relation to Phase C – this condition has been discharged under application ref. CDN/20/0606 (approved November 2020)	Ground Conditions Phase 1 Report (& Phase 2 Report) prepared by WSP. For further details, please refer to paragraphs 7.74 – 7.81 of the Planning and Tall Buildings Statement prepared by Deloitte (dated April 2020). Please also refer to information submitted and approved under application CDN/20/0606.

Summary

- 6.148. The Reserved Matters proposals have been fully considered against the relevant policies of the Development Plan and found to be address the requirements of the Development Plan as a whole. In addition, no material considerations have been identified that would justify refusal of this Application. For further details, please refer to Appendix C of this Statement.

7. Summary and Conclusion

- 7.1. This Planning Statement accompanies a Reserved Matters Application for Phase C (education facility) of Crown Street Phase 2, a residential-led development located at Great Jackson Street, Manchester. Crown Street Phase 2 was approved under application 126668/FO/2020 on 3 August 2020.
- 7.2. Crown Street Phase 2 Phases A, B and D are currently under construction and will deliver two new 52 storey residential towers under planning permission Ref: 126668/FO/2020. It includes a public underground car park, primary school and a 0.5ha public park and is proposed for completion in 2024. The first tower of Crown Street Phase 2, the Blade, will provide 414 new homes. The second tower, Three60, will provide a further 441 new homes and is also expected to be completed by the end of 2024.
- 7.3. The Proposed Development comprises reserved matters details for Phase C (education facility) of Crown Street Phase 2. Phase C will deliver a new city centre primary school, which will provide 210 places for primary age children as well as 26 nursery places.
- 7.4. As required by the hybrid permission, this Statement provides full details of the following reserved matters:
- Access
 - Appearance
 - Landscaping
 - Layout
 - Scale
- 7.5. The Applicant, Renaker Build Limited, is firmly established as one of the North West's leading property developers, with a proven track record in design, build and delivery of high quality residential schemes – with approximately 2,400 new homes currently under construction. Renaker's vision is to transform the urban landscape and skyline through delivery of buildings of exceptional design quality which provide quality homes and encourage communities that will stand the test of time.
- 7.6. The Proposed Development delivers a sustainable development that responds to the vision and aims of the Great Jacksons Street Development Framework (2018), as well as the principles and outline parameters approved as part of the hybrid permission for Crown Street Phase 2.
- 7.7. The Applicant and project team are committed to delivering a sustainable development of the highest quality which has the following important benefits:
- The development of Phase C will contribute to the extensive regeneration process taking place at Crown Street and the surrounding Great Jackson Street area, facilitating the creation of a new primary school which will seek to serve the growing city centre population. The school is expected to provide 210 places for primary age children along with a 26 place nursery.
 - The Crown Street Phase 2 development will provide significant public benefits with the delivery of a new public park and a single form entry primary school. A scheme with this level of provision is very uncommon in Manchester, further highlighting the Applicant's ambition for their scheme. This ambition is aligned with an outstanding track record of delivering high profile schemes in Manchester.
 - No planning applications have been submitted to MCC in nearly 20 years for the provision of a new primary school within close proximity of the Inner Ring Road. With this in mind, the Proposed

Development represents a significant development with a unique provision of public benefits which include education (and public realm provision) as part of a mixed use scheme. This level of provision has not been delivered within a single scheme in the City Centre before.

- The school will encourage social cohesion between existing communities and future residents of the Great Jackson Street area.
- The inclusion of a school will also provide additional job opportunities, whilst supporting mixed communities and attracting parents to the City Centre.
- The delivery of the new school is in addition to the original GJS Framework vision, to support the growing demand for primary school places in the City Centre
- The school will be fully funded by the Applicant which they are fully committed to delivery via existing s106 agreements.
- The Local Education Authority (LEA) have been involved in the design process, with the proposals/ Following extensive pre-application consultation on the proposed layout and detailed the LEA have approved the submitted detailed proposals.

- 7.8. The Proposed Development, Phase C will achieve exceptional design standards and play a key role in the contributing to the character and appearance of the Crown Street Phase 2 development and the wider Great Jackson Street, identified as one of Manchester City Council's priority regeneration areas.
- 7.9. The scheme has been developed in consultation with Manchester City Council, Greater Manchester Police and a range of technical stakeholders.
- 7.10. This Planning Statement has assessed all applicable planning policies, guidance and other material considerations and provides full and robust justification for the Proposed Development, alongside supporting design and technical assessments that are submitted with the Application.
- 7.11. It has been demonstrated that the Proposed Development complies with the Local Development Plan and considers the relevant Material Considerations and we therefore consider that the planning application merits the full support of the Local Planning Authority.

Appendix A: Local Education Authority Letter of Support



**MANCHESTER
CITY COUNCIL**

Directorate of Capital Programmes and
Procurement

P.O. Box 536

Town Hall Extension

Manchester

M60 2AF

Renaker Build Ltd
NQ Building
47 Bengal St
Ancoats
Manchester
M4 6BB

contact: Barney Harle (07976 721 651)

Date: 7th April 2022

Dear James

Crown Street School – Support for Planning Application

I write to record our thanks for your work to date on the Crown Street School and I can confirm that the proposed design solution has been arrived at and agreed in consultation with the Education and Capital Programmes Teams of Manchester City Council to meet the specific and unique requirements of a school within a city centre residential setting.

Yours sincerely

Barney Harle

Head of Major Projects

Appendix B: Approved Footprint / Cross Section (Maximum Parameters)



This drawing is copyright
Do not scale off dimensions.

All dimensions to be checked on
site by contractor.

Contractor to report any dimensional
discrepancies, errors or omissions
prior to commencing on site.

Rev	Date	Description
P01	31-01-2020	Planning Issue

Project Title
Crown Street - Phase 2
Crown Street
Manchester

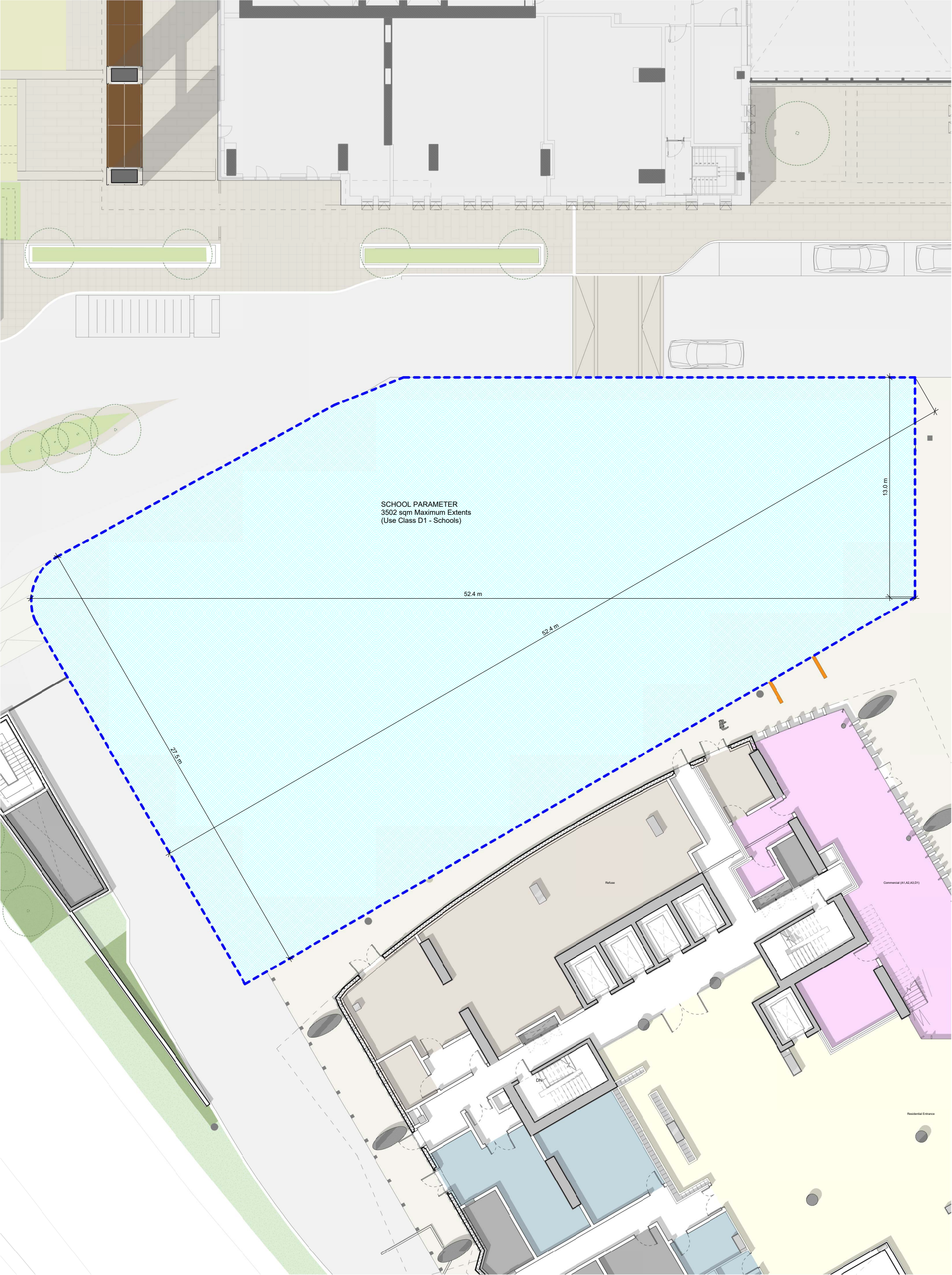
Status
Planning Issue

Drawing Title
Zone 1 - School Parameter Plan In Context

Job No 10292	Scale 1:500 @ A3 1:250 @ A1					
SHP Drawing Code 10292-C3-SHP-G100-PL-00-B5D801	Revision P01					
Project	Date	Originator	Checked L4	Type	Location	Series

Manchester
+44 (0)161 835 2345

London
+44 (0)20 7549 4000



This drawing is copyright
Do not scale off dimensions.

All dimensions to be checked on
site by contractor.

Contractor to report any dimensional
discrepancies, errors or omissions
prior to commencing on site.

Rev	Date	Description
P01	31-01-2020	Planning Issue

Project Title
Crown Street - Phase 2
Crown Street
Manchester

Status
Planning Issue

Drawing Title
Zone 1 - School Parameter Plan

Job No 10292	Scale 1:200 @ A3
SHP Drawing Code 10292-C3-SHP-G100-PL -00-B5D802	Revision P01

simpsonhaugh

Manchester
+44 (0)161 835 2345

London
+44 (0)20 7549 4000

Appendix C: Detailed Planning Policy Assessment

The Saved Policies of the Unitary Development Plan (1995)

Saved Policies of the Manchester UDP (1995)	Contribution and Benefits
DC26.1 Development and Noise - The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. The Council will consider both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control.	The hybrid planning permission was supported by an EIA which scoped in noise. As part of the EIA addendum submitted in support of this reserved matters application a noise EIA chapter addendum has been prepared by Fisher Acoustics. The noise assessments determine the impact of the proposals upon the local environment, recommends mitigation measures where necessary and concludes that the operational phase of the proposals will not have an adverse impact on the amenity of surrounding users.

Manchester Core Strategy (Adopted 2012)

Core Strategy Policy	Contribution and Benefits
Policy CC1 Primary Economic Development Focus: City Centre and Fringe – Within the City Centre a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings.	This Proposed Development, Crown Street Phase 2 will deliver a high density and high quality development located within the City Centre. It will deliver over 850 new homes, a significant amount of public realm, including a new public park, ground floor commercial floorspace and a new education facility (the subject of this reserved matters application. This thus represents accordance with policy CC1.

Core Strategy Policy

Policy CC5 Transport - The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles

Contribution and Benefits

The Proposed Development will deliver a primary school which is critical to encouraging parents to live in the city centre, thus diversifying the neighbourhood and appealing to a wider range of people. The new single form entry primary school (as well as the public park being delivered as part of the wider Crown Street Phase 2 development) will bring life and activity to the area, whilst encouraging existing nearby residents and future residents to interact, stay and play.

Furthermore, the proposals for a single form entry primary school support Manchester’s increasing demand for school places. Manchester has an increasing demand for school places, given that the number of pupils are continuing to increase throughout the primary school phase due to inward migration exceeding the number of pupils leaving the City. In addition, based on Department for Education published data on school capacity, there were only 277 available places in primary schools within 1.2 miles of the Site and 4,153 in secondary schools within three miles of the Site in the academic year 2017/18.

For further details on the demand for education provision please refer to Chapter 6 of this Statement (section titled Education Provision and Demand).

The Site is accessible by a choice of means of transport. As part of the wider Crown Street Phase 2 development 389 public parking spaces are also provided within the three-storey basement car park (alongside cycle and car parking provision for residents). Access to public parking spaces and residents parking spaces is separate. The approved Transport Statement (ES Volume 2 – Appendix 11.1) and the traffic and Transport ES Chapter (ES Volume Chapter 11) prepared by Vectos confirms that the vehicle and cycle parking numbers are acceptable for the Proposed Development.

It should be noted that the school drop off area is located along Great Jackson Street, outside of the Site boundary. This location is considered the best position on the highway network to accommodate the drop off from a route-planning perspective.

Core Strategy Policy

Contribution and Benefits

As a City Centre school is it hoped that the majority of pupils will from the local area and so walking will be a popular means of accessing the school, reducing the use of any drop off locations. The principle of this approach to school drop off (and pick up) was set out and approved as part of the hybrid planning permission.

Policy CC6 City Centre High Density Development - City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. In terms of the environment, it is vital that the City Centre is a focus for activity as this presents the greatest opportunities to reduce car use due to the availability of public transport alternatives. City Centre land is also a limited resource, and it is essential that development is managed to make the most efficient use of it possible.

In accordance with Policy CC6 the Crown Street Phase 2 development is deliver a high quality residential led development with a new education facility. This is considered entirely appropriate within the City Centre, and its density and proposed mix of uses accord with those detailed in the GJS Framework Update (2018). The Site has excellent public transport links which a high density development such as these Proposals can utilise to reduce car use and make efficient use of this underutilised and strategically located brownfield site.

The proposals for a new education facility will support the growing city centre population and the consequential increase in demand for school places in the city centre. It is anticipated that the proposed school will support existing and new residential communities within the Great Jackson Street Framework area and beyond.

Policy CC10 A Place for Everyone - The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.

The education facility building is designed to be fully inclusive in terms of access, with step-free access. All floors above ground level will be accessed via lift as well as stairs. The design has been developed to provide a simple and clear layout which is easy to use for all regardless of disability, age or gender. For further information regarding accessibility through design, please refer to the Design and Access Statement prepared by Arkilab.

Policy EN1 Design Principles and Strategic Character Areas - All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located.

The Proposals respond to the character area though providing a high quality building that seeks to respond to the design principles set out in the GJS Framework (2018).

The visual appearance of the Phase C detailed proposals has also carefully considered and aligned with the wider Crown Street Phase 2 development, and the adjacent Crown Street (Phase 1) development.

Core Strategy Policy

The Site is located within the **GJS** Framework (2018) area. The GJS Framework area is a 2.22 ha and located in the south of Manchester City Centre. The area is characterised by the Rochdale Canal intersecting the Site. Although the Site is not within a conservation area there are a number of nearby heritage assets including the former Bridgewater Canal Offices and Castlefield Conservation Area which reflect Manchester's rich history associated with the canals and cotton industry. However, the historic character of the area has been eroded and much of the GJS Framework area comprises of surface car-park which whilst unattractive is readily available for development.

New development should take maximum advantage of the area's key assets – its heritage, canal side settings and public spaces.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices.

All development must follow the principle of the Energy Hierarchy. Wherever possible development must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies and should help to improve energy efficiency.

Contribution and Benefits

As established within the GJS Framework there is the desire to create several connected public realm spaces, including the public park being delivered as part of the Proposed Development. The public park being delivered as part of the wider Crown Street Phase 2 development has been designed to create an informal green space for residents within the neighbourhood and the wider City.

Further information on the approach taken to detailed design of the education facility is provided within the accompanying Design and Access Statement prepared by Arkilab.

An Environmental Standards Statement (ESS) has been prepared by Element Sustainability in support of this reserved matters application. The Statement demonstrates how the proposals contribute to sustainable development in Manchester and seek to mitigate the environmental impacts of the scheme.

In addition, the statement outlines the energy saving measures that will be considered and also outlines which on-site renewable techniques could be appropriate if considered necessary.

The proposals for the education facility will deliver a highly energy efficient and sustainable scheme, providing a quality development that accords with the guidance provided within the Manchester City Council's adopted planning policies. The scheme is wholly aligned with the specific requirements of the Department for Education and also Manchester City Council 'CCP Capital Programmes Top 10 Low Carbon Priorities'

For further details please refer to the ESS submitted as part of this application, and Chapter 4 (Sustainability Measures section) and Chapter 6 (Climate Change Mitigation, Energy and Sustainability section) of this Statement.

Core Strategy Policy

Contribution and Benefits

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.

An Environmental Standards Statement has been prepared by Element Sustainability and is submitted in support of the application which sets out the planned energy reduction measures for the school proposals and addresses the requirements of Policy EN6.

For further details please refer to the ESS and Chapter 4 (Sustainability Measures section) of this Statement.

Policy EN8 Adaptation to Climate Change - All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

The Environmental Standards Statement (ESS) prepared by Element Sustainability and submitted in support of this reserved matters application sets out in detail how the reserved matters proposals will be adaptable to climate change in terms of its sustainable design and construction. Please refer to the ESS for further details.

Policy EN19 Waste – the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.

The application is supported by a Site Waste Management Strategy prepared by Arkilab and contained in the Design and Access Statement. This strategy sets out the arrangement for collection of general and recyclable waste for the education facility.

The outline construction management plan detailed in Chapter 5 of the Environmental Statement and updated (where applicable) as part of the EIA addendum submitted in support of this reserved matters application and includes details of how waste during construction will be dealt with.

Policy T1 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses. Details of the types of measures to achieve this are outlined in the policy.

A Framework Travel Plan prepared by Vectos was approved as part of the hybrid permission for Crown Street Phase 2. It includes measures to help reduce reliance on the private car as well as other initiatives to encourage the use of sustainable travel modes. Furthermore, the Proposed Development is part of the wider initiative detailed within the GJS Framework Update (2018) to include pedestrian and cycle linkages across this vast strategic site within the City Centre.

As a City Centre school it is hoped that the majority of pupils will come from the local area and so walking will be a popular means of accessing the school, reducing the use of any drop off locations.

Core Strategy Policy

Policy T2 Accessible Areas of Opportunity and Need – The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City’s main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM1 Development Management - All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.

Contribution and Benefits

The hybrid planning permission is supported by a Transport Statement, prepared by Vectos (ES Appendix 11.1), which concludes that development will not adversely affect the operation of the highway and is highly accessible by a choice of non-car modes. The Proposals are not expected to create significant vehicle movements.

A Framework Travel Plan has also been approved as part of the hybrid permission for Crown Street Phase 2. The Framework Travel Plan makes specific reference to the proposed education facility, the subject of this reserved matters application and identifies a number of measures to reduce the use of a private car. The Site is extremely accessible by a range of public transport modes, including bus, Metrolink and rail.

It should be noted that the school drop off area is located along Great Jackson Street, outside of the Site boundary. This location is considered the best position on the highway network to accommodate the drop off from a route-planning perspective. As a City Centre school it is hoped that the majority of pupils will be from the local area and so walking will be a popular means of accessing the school, reducing the use of any drop off locations. The principle of this approach to school drop off (and pick up) was set out and approved as part of the hybrid planning permission.

The hybrid planning permission was supported by an EIA which included assessment in relation to noise, air quality transport and traffic. As part of the EIA addendum submitted in support of this reserved matters application a noise EIA chapter addendum has been prepared by Fisher Acoustics. Solar glare, wind and air quality EIA technical notes have been prepared by GIA, WSP and Ensafé, respectively in support of this reserved matters application (which form part of the EIA Addendum).

This reserved matters application is supported by details on Waste Management and Servicing (contained within the Design and Access Statement, prepared by Arkilab) and a Crime Impact Statement prepared by Greater Manchester Police’s Secure by Design team.

Core Strategy Policy	Contribution and Benefits
	These reports assess the impact of the Proposed Development upon the local environment, recommends mitigation measures where necessary and conclude that the Proposals will not have an adverse impact on the amenity of surrounding users.



This report has been prepared for Renaker Build Limited and on the understanding that it will be made publically available.

All copyright and other proprietary rights in the report remain the property of Deloitte LLP and any rights not expressly granted in these terms or in the Contract are reserved.

No party other than Renaker Build Limited is entitled to rely on the report for any purpose whatsoever and thus we accept no liability to any other party who is shown or gains access to this document.

The information contained within this report is provided to assist Renaker Build Limited with this Planning Application. The report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling this report, Deloitte LLP cannot guarantee its accuracy.

If this document contains details of an arrangement that could result in a tax or National Insurance saving, no such conditions of confidentiality apply to the details of that arrangement (for example, for the purpose of discussion with tax authorities).

The scope of our Services does not include any consideration of the likely impact of Coronavirus (COVID-19) on the project or transaction to which our Services relate (including but not limited to any impact on valuation, planning, construction, maintenance, or costs). We recommend that if you have not done so already, you should consider the increasingly broad effects of COVID-19 and its negative impact on the UK and global economy and major financial markets.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 1 New Street Square, London, EC4A 3HQ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NSE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NSE LLP do not provide services to clients. Please see www.deloitte.com/about to learn more about our global network of member firms. Real Estate Services regulated by RICS.