

Planning Statement

Deansgate South

FUSION MANCHESTER DEVCO LTD

February 2021

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1.0 Introduction

The Planning Application

- 1.1 This Planning Statement has been prepared by Cushman & Wakefield on behalf of Fusion Manchester DevCo Ltd (hereafter 'the applicant' and 'Fusion') in support of a planning application for:

"Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis)."

Report Structure

- 1.2 This statement defines the site's location and describes the proposed development. An analysis is made of the relevant planning policies and material considerations, prior to considering the key planning merits of the proposed development when assessed against these policies and considerations. It is structured as follows:
- **Section 2, Site Description and Context:** Description of the site location, its immediate surroundings and a review of the site's planning history;
 - **Section 3, Proposed Development:** Details of the proposed development and a summary of the pre-application consultation undertaken with key stakeholders;
 - **Section 4, Planning Policy Context:** Identification of the relevant local and national planning policies;
 - **Section 5, Strategic Context and Student Need:** Sets out the strategic context to the proposed development, including an overview of the student need;
 - **Section 7, Planning Assessment:** Demonstrates the proposal's compliance with the relevant planning policies and material considerations; and
 - **Section 8, Conclusion:** Summarises the contents of this statement and confirms the acceptability of the proposal.

Environmental Impact Assessment

- 1.3 A formal request for a Scoping Opinion was submitted to Manchester City Council on 2nd October 2020. A response was received on 18th November 2020 confirming that an Environmental Statement is necessary. A copy of the Scoping Opinion request and the Council's response are contained at **Appendices 1 and 2** respectively.
- 1.4 The following topics are included as a technical chapter and scoped in within the Environmental Statement:
- Noise and Vibration, prepared by Apex
 - Air Quality, prepared by Ensafé
 - Townscape and Visual (including Tall Building Assessment), prepared by Bidwells
 - Built Heritage, prepared by Bidwells
 - Daylight and Sunlight, prepared by GIA
 - Wind Microclimate, prepared by Wardell Armstrong
 - Socio-Economics, prepared by Cushman & Wakefield
 - Construction Methodology and Programme, prepared by Wardell Armstrong
- 1.5 An Environmental Statement has been prepared by Wardell Armstrong and is submitted with this application. The Environmental Statement also sets out the EIA methodology, alternatives and design

evolution, cumulative summary of residual effects and a non-technical summary.

Associated Drawings and Documents

- 1.6 The planning application includes an extensive suite of drawings that are listed in **Appendix 3**. It is also supported by a full set of technical documents that should be considered in conjunction with this Planning Statement, the Environmental Statement and planning application drawings.
- 1.7 In addition to the Environmental Statement and this Planning Statement, the following documents are submitted in support of this application:
- Archaeological Desk-Based Assessment, prepared by Oxford Archaeology¹
 - Design and Access Statement, prepared by Corstophine + Wright
 - Blue and Green Infrastructure Statement, prepared by Cushman & Wakefield
 - Broadband Connectivity Assessment, prepared by GTech Surveys
 - Television and Radio Reception Impact Assessment, prepared by GTech Surveys
 - Crime Impact Statement, prepared by Design for Security
 - Energy Strategy Report, prepared by Ridge
 - BREEAM Pre-Assessment Report, prepared by Impact Sustainability
 - Evidence of Student Need, prepared by Cushman & Wakefield
 - Flood Risk Assessment and Drainage Strategy, prepared by Shear Design
 - Phase 1 Preliminary Risk Assessment Report, prepared by WSP.
 - Factual Report on Ground Investigation, prepared by Structural Soils Ltd¹
 - Local Labour Agreement, prepared by Fusion Students
 - Residence Management Strategy, prepared by Fusion Students
 - Social Spaces, Amenities & Student Wellbeing Strategy, prepared by Corstophine + Wright
 - Preliminary Ecological Appraisal, prepared by Wardell Armstrong
 - Bat Survey Report, prepared by Wardell Armstrong
 - Statement of Community Involvement, prepared by BECG
 - Transport Statement and Framework Travel Plan, prepared by Calibro

¹ This document was submitted with and previously approved through application ref. 115591/FO/2017 (and also 110730/FO/2015/C1 in the case of the Archaeological DBA). Letters of reliance have been obtained alongside confirmation that there have been no material changes necessitating updates to the original reports and thus the original findings remain correct and relevant.

2.0 Site Description and Context

2.1 This section of the planning statement provides a description of the application site, including the land uses that surround it, the infrastructure that it is served by, and its existing physical condition. A review of the site's planning history is also included.

The Site

2.2 The application site is a triangular parcel of land which extends to 0.06ha, located at the junction of Chester Road, Bridgewater Viaduct (A56) and Deansgate. The site is shown in figure 1.



Figure 1: Site Location

2.3 The site is vacant brownfield land and currently comprises hardstanding and scrub vegetation. There are two existing access points, one from Chester Road and one from Deansgate.

2.4 The site is within the Manchester City Centre boundary as well as the Great Jackson Street Development Framework Area.

2.5 The site is entirely within flood zone 1 but does lie within a Critical Drainage Area.

2.6 The site does not contain, nor is it in the immediate vicinity of, any Listed Buildings. It is not located within a Conservation Area but is adjacent to the southern boundary of the Castlefield Conservation Area that runs along the A56.

Surrounding Context

2.7 The site is located within a predominantly residential area, which is undergoing significant change with a number of high density residential-led schemes of significant height having either recently completed construction, under construction or benefitting from an extant planning consent.

2.8 Immediately to the north and west of the site is the Bridgewater Viaduct, beyond this is a vacant parcel of land under construction for two residential apartment buildings.

2.9 To the north of the site is a 7 storey residential building.

2.10 To the east of the site is Deansgate Square, a scheme of four multi-storey apartment buildings, ranging in height from 37 storeys to 64 storeys.

- 2.11 To the south of the site is the Crown Street development, which is under construction to provide two residential buildings, one at 52 storeys and the second at 21 storeys.

Wider Context

- 2.12 The wider surrounding area of the site comprises a mix of residential, retail, commercial and educational use.
- 2.13 The main retail and leisure core of the City Centre is located to the north of the site, within a 15 minute walk or 5 minute tram journey.
- 2.14 The neighbourhood of Hulme is located further south of the site along with the Birley Fields Manchester Metropolitan University (MMU) Campus. The campus is a 15-minute walk from the application site (0.7 miles).
- 2.15 Other MMU faculty buildings within close proximity to the site include; the Manchester Business School, the MMU Library and the Manchester School of Art, all of which are a 15 – 20-minute walk.
- 2.16 First Street is located 500m to the east of the site and provides a mix of commercial, residential, retail and leisure use.

Transport and Accessibility

- 2.17 Reflecting its city centre location, the site is well-located for access to existing public transport including bus routes, train services and Metrolink services. Full details of the site's accessibility and sustainable location can be found in the Transport Statement prepared by Calibro, however a summary is provided below.
- **Train:** The site is located within a 2-minute walk of Deansgate train station and a 12-minute walk of Manchester Oxford Road train station which provide frequent local, regional and national connections. Key destinations include Manchester Airport, Liverpool, Leeds, Nottingham and Edinburgh with services operating throughout the day and night.
 - **Bus:** A number of bus stops are located in close proximity to the application site on both sides of the A56 as well as along Whitworth Street to the north of the site. The nearby bus routes provide regular connections towards Piccadilly Gardens and Manchester City Centre, as well as the Trafford Centre and the wider Trafford borough.
 - **Metrolink:** The site is located within a 2-minute walk of the Deansgate Metrolink City Zone stop. The Metrolink network provides connections to destinations including Didsbury, Altrincham, Rochdale and Ashton-under-Lyne.
 - **Cycling:** The site benefits from good levels of nearby recreational cycle routes along the Bridgewater Canal.
 - **Pedestrians:** The site is located within easy and convenient walking distance of the main business, retail and leisure areas of the city centre.
 - **Car:** The site is well-located for access to the key highways network and is thus easily accessible by car. The Deansgate Interchange to the south of the site provides access to the A57 as well as Mancunian Way.

Planning History

- 2.18 A review of the Council's online record of planning applications has identified the following planning history pertaining to the site.

Application Reference	Description of Development	Decision	Date
060909/FO/CITY3/00	Mixed use development comprising (Class A3) at ground floor level with 30 residential units on upper floors	Approved	20/09/2001
065560/FO/CITY3/02	Mixed use development comprising food and drink use (class A3) at ground floor level with 45 residential units (class C3) on the upper floors and basement car parking	Approved	22/08/2002
075170/FO/2005/C3	Mixed use development comprising ground floor food and drink use (Class A3/A4), 54 residential units and internal parking	Approved	27/03/2007
110730/FO/2015/C1	Erection of a 13-storey building (plus basement level) comprising 53no. one and two bedroom apartments (Use Class C3), a commercial unit (Use Classes A1/ A2/ A3/ A4/ B1/D1), associated car parking, landscaping and vehicular and pedestrian access.	Approved	04/03/2016
115591/FO/2017	Erection of a 13-storey building comprising 53 residential apartments (Use Class C3a) together with ground floor commercial unit (135 sqm) (Use Classes A1 / A2 / A3 / A4 / B1a or D1), landscaping, loading bay and pedestrian access.	Approved	02/06/2017
116939/NMC/2017	Non-material amendment to planning permission 115591/FO/2017 to allow elevational alterations and amendments to hard landscaping.	Approved	01/08/2017
CDN/18/0048	Discharge of conditions 4 (a) (surface water drainage) 5 (a) (ground conditions) and 7 (a) (TV reception) of planning permission 115591/FO/2017	Approved and Refused	24/05/2018

- 2.19 It is evident from the above that the site has a long history of planning consents being secured however none of these have been delivered.
- 2.20 The most recent consent secured in June 2017 is due to expire on 1st May 2021, however few of the pre-commencement planning conditions have been discharged and the applicant for this consent has since withdrawn their commitment to the site. It is understood that this was the inability to achieve a viable development proposal, despite the lack of affordable housing or other developer obligations linked to the 2017 permission. Beech Holdings have provided a letter confirming this (**Appendix 4**).
- 2.21 It is therefore clear that a higher density and more viable land use must be considered if development is to be capable of being delivered at the site.

3.0 Proposed Development

- 3.1 This chapter of the statement provides a summary of the proposed development. It should be read alongside the submitted drawings and Design and Access Statement prepared by Corstophine + Wright.

Proposed Development

- 3.2 The description of development is as follows:

“Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis).”

Use and Amount

- 3.3 The proposed development is for a 28 storey purpose built student accommodation (PBSA) building, providing a total of 534 student bed spaces arranged across a mix of studios and cluster apartments. The development includes the following:

- 133 x studio apartments
- 30 x 1-bed apartments
- 40 x 2-bed apartments or ‘twodios’ (80 beds)
- 27 x 3-bed apartments (81 beds)
- 21 4-bed apartments (84 beds)
- 21 x 6-bed apartments (126 beds)
- 639 sqm private amenity space, accessible to all residents
- 193 sqm external private amenity space across 3 terraces, accessible to all residents
- 92 secure cycle parking spaces
- Rooftop solar photovoltaics
- Reception area

- 3.4 The internal private amenity space includes lounge areas, a social game zone, social dining area, gym, well-being suite, library and study space.

- 3.5 All units have been designed to comply with Part M requirements, with 5% (27 bedrooms) designated as fully accessible.

- 3.6 The proposed development is car free and thus includes no car parking.

Scale and Massing

- 3.7 The building’s scale and massing has been developed in direct response to the site’s surroundings with reference to both the existing and emerging urban scale. The height of the building serves as a link between the scale of the Great Jackson Street area and the lower, historic scale of Castlefield.

- 3.8 The massing studies in the Design and Access Statement demonstrate how the height of the building is designed to sit on the ‘secondary skyline’, preserving the prominence of Deansgate Square, Beetham Tower and Elizabeth Tower, which serve as the primary landmarks.

- 3.9 The massing then steps down towards Deansgate South, providing relief to the adjacent buildings and protecting distant views into and out of the city. This also provides a more slender form to the upper levels.

Layout

- 3.10 The site’s small size and shape has informed the design choice for a ‘flat iron’ building that maximises

the footprint and addresses the 3 key approaches to the site from Deansgate, Chester Road and the forthcoming Castlefield corridor. It also reflects the visual prominence of the site on the way into the city centre along Chester Road.

- 3.11 The ground floor areas will also provide welcome activation to the adjacent streets, with vibrant amenity spaces serving residents.
- 3.12 The main entrance to the building is at the junction of Chester Road and Deansgate and features double height glazing to afford it a strong visible presence.

Parking and Servicing

- 3.13 There is no car parking proposed within the scheme. This will be enforced through a student management plan, and is considered appropriate given the highly accessible nature of the site's location. The lack of demand for car parking also accords with Fusion's significant experience of developing and managing PBSA schemes in other cities.
- 3.14 92 cycle parking spaces will be securely located at the lower ground level. The entrance is via Deansgate South and will be securely controlled. Fusion will also offer a bike rental scheme for residents, offering access to fully maintained and serviced bikes.
- 3.15 The refuse and recycling store is located at the lower ground level, and will be collected by the Building Management team and brought to the refuse store. The space has been designed to accommodate 20 no. 1100 litre Eurobin storage containers and 7 no. 240L bins, collected twice per week and thus exceeding the required waste capacity.
- 3.16 Servicing and refuse collections will be made from the lay-by on Deansgate South, with building management responsible for moving bins out to the street in a phased manner, maintaining thoroughfare along the pedestrian footpath at all times.
- 3.17 The collection point will be less than 20m from the building entrance and there will be no dropped kerbs or steps along the route.

External Appearance

- 3.18 The appearance of the building has been carefully considered to draw upon the characteristics of the existing cityscape both in its form and materiality.
- 3.19 The chosen material palette acknowledges the rich history of the surrounding area, with the chosen primary material of weathered corten steel look panelling referencing the local industrial heritage. The metal cladding will be used in conjunction with clear curtain wall glazing and grey metal cladding panels.
- 3.20 Maintenance has been considered when selecting the material palette and is set out at section 7.4 of the Design and Access Statement.

Landscaping and Public Realm

- 3.21 The proposed development includes 3 external terraces at the higher levels of the building. These will each have a distinct theme and purpose, designed to each address a different aspect of well-being. The terraces include opportunities for planting, with a variety of shrubs, perennials and grasses proposed. The plant species will be carefully considered to improve biodiversity, provide year-round appeal and be robust enough to withstand the environment on the terraces.
- 3.22 A green roof will be laid underneath the solar PV cells at the top roof level creating an additional area of green infrastructure.

- 3.23 The site has a poor public realm currently, with low quality pavements outside the site and a selection of poor quality street trees. The proposed development therefore seeks to improve local pavements with high quality materials that accord with the higher quality public realm surrounding the Deansgate Square scheme. Street tree planting is proposed along the Bridgewater Viaduct and Deansgate to improve the local public realm, offer environmental benefits, and act as a wind break.
- 3.24 Furthermore, the proposed development will create an active frontage with significant levels of passive surveillance to the Bridgewater Viaduct and Deansgate South offering further public realm improvements and creating a safer and more welcoming environment for pedestrians and cyclists.

The Applicant

- 3.25 The applicant Fusion Manchester DevCo is the special purpose vehicle (SPV) established by Fusion Students to progress the development. Fusion Students will deliver and manage the development. The below sets out Fusion Students' experience and track record.
- 3.26 Fusion Students are a well-established student accommodation developer and operator with a strong reputation and track record of delivering all of their schemes once they have successfully achieved planning consent.
- 3.27 Fusion have bought and developed 8 sites, totalling 3,365 student beds since the company's inception. Due to the capital raised from the sale of four of their sites in 2018, Fusion are since in a financial position where they now retain all of their properties in their real estate portfolio and aspire to grow to 12,500-15,000 beds by 2028. Fusion operate and manage their buildings directly, which enables them to ensure that the developments are well managed and retain their high quality.
- 3.28 Fusion currently have a further 2 sites (1,638 beds) due for completion in 2021. Fusion ensured that both of these construction sites remained operational during covid-19, demonstrating their commitment to delivering their schemes. Fusion deliver high-quality and innovative schemes at an affordable price point, uniquely positioning them within the student accommodation market.
- 3.29 A key area of importance for Fusion is student welfare, which has been particularly significant during the covid-19 pandemic. Fusion provide appropriate support to their student residents and ensure their welfare is of the utmost importance, which was evident during the pandemic. Fusion's buildings remained open for those students who wished to stay (or were unable to immediately return home).

Pre-Application Consultation

- 3.30 A Statement of Community Involvement has been prepared by BECG, which discusses the engagement that has taken place with the local community and key stakeholders in accordance with The Localism Act 2011, NPPF and the Council's Statement of Community Involvement. The engagement is summarised below.

Manchester City Council

- 3.31 Manchester City Council were contacted as Local Planning Authority in September 2020 to discuss the proposed development. The LPA provided high level comments that they did not consider the land use or the height of the building to be appropriate.
- 3.32 Requests were made for further feedback, however a response was received in November 2020 from the LPA advising that they would not discuss the proposal further at the pre-application stage.

Places Matter

- 3.33 A request was made to Places Matter for a Design Review, which took place in September 2020. A

virtual presentation was made to the panel. The Design Review Report is contained at **Appendix 5**.

- 3.34 Places Matter offered clear support for the proposed height of the building, commenting that the design team has made *“a convincing case, through [the] urban design analysis, to increase the height of the proposition from the extant planning consent”*. The Panel was of the view that they would indeed support the proposed building being taller, if it was required.
- 3.35 The Panel highlighted that the shape of the site offers itself to a ‘flat iron’ design, with a building unified in its elevations. The Panel welcomed the materiality and fully supported the proposed roof terraces in principle, and queried if there was potential for additional breakout and external spaces at lower levels.
- 3.36 The Panel offered further constructive comments that have been responded to within the final design, and are addressed further at section 3.5 of the Design and Access Statement.

Ward Councillors

- 3.37 A meeting was held with Cllr Marcus Johns and Cllr William Jeavons, both Deansgate Ward Members, on 28th October via video call. The history of the site was discussed and Fusion presented information about themselves and explained the proposals for the site.
- 3.38 The Councillors’ feedback was centred around the proposed use of the site and its appropriateness for student accommodation and how it would be managed.

Local Community

- 3.39 A newsletter to local neighbours was sent on 2nd November to circa 500 addresses. The newsletter introduced Fusion and the proposed development, and included an invitation to the virtual consultation. The virtual consultation included a series of on-line consultation boards that were available to view and an online feedback form was available for comments to be submitted. An email address and phone number were also provided.
- 3.40 A separate presentation was held with the Deansgate Quay residents’ group on 24th November, which included a question and answer session.
- 3.41 A meeting was also held with the Wellbeing Officer at MMU on 5th November.
- 3.42 The consultation feedback and responses are discussed in the SCI.

4.0 Planning Policy Context

Overview

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The Development Plan for Manchester comprises the Core Strategy (2012) and the saved policies of the Unitary Development Plan (1995).
- 4.3 Relevant material considerations include the National Planning Policy Framework (2019) (NPPF), the Planning Practice Guidance (PPG), the emerging Greater Manchester Spatial Framework (GMSF), and other local policy guidance documents.
- 4.4 The below sets out an overview of relevant policies and considerations. A detailed assessment of how the proposed development accords with these policies and considerations is contained at **Appendix 6**.

Adopted Development Plan

Core Strategy

- 4.5 The Core Strategy was adopted in 2012 and covers the period to 2027. The Core Strategy is the key document within Manchester's Development Plan.
- 4.6 The site is unallocated within the adopted Proposals Map whilst the site is located within the Regional Centre. The site is also located within the City Centre boundary as identified within the Manchester City Centre Strategic Plan 2015-18.
- 4.7 Relevant policies include:
 - Policy SP1 (Spatial Principles);
 - Policy CC5 (Transport);
 - Policy CC6 (City Centre High Density Development);
 - Policy CC8 (Change and Renewal);
 - Policy CC9 (Design and Heritage);
 - Policy CC10 (A Place for Everyone);
 - Policy H12 (Purpose Built Student Accommodation);
 - Policy T2 (Accessible Areas of Opportunity and Need);
 - Policy EN1 (Design Principles and Strategic Character Areas);
 - Policy EN2 (Tall Buildings);
 - Policy EN3 (Heritage);
 - Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development);
 - Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure);
 - Policy EN6 (Target Framework for CO₂ reductions from low or zero carbon energy supplies);
 - Policy EN8 (Adaptation to Climate Change);
 - Policy EN14 (Flood Risk);
 - Policy EN15 (Biodiversity and Geological Conservation);
 - Policy EN16 (Air Quality);
 - Policy EN18 (Contaminated Land and Ground Stability);
 - Policy EN19 (Waste); and
 - Policy DM1 (Development Management).

Remaining saved policies of the Unitary Development Plan

- 4.8 The Unitary Development Plan was adopted in 1995. Whilst the Core Strategy replaced a large number of the policies, a number of policies were 'saved' and remain relevant considerations. Relevant policies include:

- Policy DC18.1 – Conservation Areas;
- Policy DC19.1 – Listed Buildings;
- Policy DC20.1 – Archaeology; and
- Policy DC26.1, 26.2 and 26.4 – Development and Noise.

Material Planning Considerations

- 4.9 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the following represent material considerations to be attributed appropriate weight in the balance of any decision.
- 4.10 Two reports to the Council's Executive² are also relevant material considerations to the context of and application of Policy H12. These are covered in further detail in chapter 5 of this Planning Statement.

National Planning Policy Framework

- 4.11 A revised version of the National Planning Policy Framework (NPPF) was published in February 2019.
- 4.12 The NPPF is a material consideration in the determination of all planning applications. Relevant sections include:
- Achieving sustainable development;
 - Promoting sustainable transport;
 - Making effective use of land;
 - Achieving well designed places; and
 - Meeting the challenges of climate change, flooding and coastal change.

- 4.13 **Appendix 6** details the relevant paragraphs from the above sections.

Planning Practice Guidance

- 4.14 The Planning Practice Guidance (PPG) was first published in 2012 and was revised in July 2018. The PPG sets out supplementary advice to the policies and guidance contained within the NPPF. Relevant paragraphs are detailed at **Appendix 6**, with the key sections including
- Before submitting an application;
 - Design;
 - Determining a planning application; and
 - Travel plans, transport assessments and statements.

Great Jackson Street Strategic Regeneration Framework (2018)

- 4.15 The Great Jackson Street Strategic Regeneration Framework (The Framework) was adopted in 2018 and guides the comprehensive regeneration of the Great Jackson Street area. The application site forms part of the designated framework area.
- 4.16 The SRF was originally prepared in 2007, updated in 2015 and then updated again in 2018. These periodic updates demonstrate the acceptance that the Great Jackson Street area has evolved over time and continues to evolve in response to changing market circumstances and proposed

² November 2019 and December 2020

developments.

- 4.17 The redevelopment of the framework area is noted to provide an opportunity to introduce a new residential-led neighbourhood with scale and form of development that is appropriate to its gateway location, performing an essential role in supporting Manchester's growth, productivity and ensuring a high quality of life for its residents.
- 4.18 The Framework advises that the area should come forward with a range of residential accommodation types to create a sustainable mixed community.
- 4.19 The economic and market analysis set out in the Framework highlights an identified need for high quality, well managed apartments across a range of sizes and typologies that cater for an increasingly diverse population in the City Centre.
- 4.20 A variety of building heights are also encouraged in the area to ensure a varied and stimulating built landscape. It is noted that buildings should step down in height towards the centre of the Framework area with the buildings of greatest height found at the perimeter.

Guide to Development in Manchester SPD (2007) and Technical Guidance (2015)

- 4.21 The Guide to Development in Manchester SPD was adopted in 2007 and provides guidance on the development principles contained within the Local Development Plan. The second part of the document, which does not have SPD status, provides guidance on the character of different areas within the City, setting the context for new development and highlighting specific issues and priorities.
- 4.22 Key development principles include:
- Design should respect and be informed by location;
 - Building height should be carefully considered;
 - The impact of car parking areas should be minimised;
 - Neighbourhoods should contain a mix of housing;
 - New developments should maximise access for disabled people, with the Council expecting developers to comply with the standards contained in 'Design for Access 2'; and
 - Adequate provision for refuse and recycling.
- 4.23 Technical Guidance was issued by the Council in December 2015. The guidance aims to provide help and advice in relation to noise in a planning context to encourage good acoustic design.
- 4.24 The guidance sets out that if a particular development is for a noise-sensitive end use then consideration of the locality of the proposal is an important aspect of any application.
- 4.25 The noise limits for residential development adopted by the Council is:
- Bedrooms (night-time - 23.00 - 07.00) 30 dB
 - Living Rooms (daytime - 07.00 - 23.00) 35 dB
 - Gardens and terraces (daytime) 55 dB
- 4.26 Noise conditions included on a planning decision may include recommendations for upgraded sound insulation which can be a vital means of protecting future occupants from transport noise or industrial /commercial noise sources.

Manchester Residential Quality Guidance

- 4.27 The document adopted in 2017 sets out the qualities, and opportunities that will help to deliver high quality residential development across Manchester.

- 4.28 The guidance states that residential areas should be well connected, with Universities identified as one of the key destinations that we travel to and from. It is therefore important that residential areas are easily walkable and cycle friendly.
- 4.29 The guidance also sets out that developing at an appropriate density is imperative to shaping Manchester's future, ensuring more sustainable patterns of development and reducing the need to travel.
- 4.30 With the exception of areas of existing special character an increase in density should be encouraged in those parts of the city that are well connected to public transport and have greater access to public services, community facilities, amenity and recreation provision.

Our Manchester Strategy 2016-2035

- 4.31 The Manchester Strategy sets a long-term vision for Manchester's future and describes how it will be achieved.
- 4.32 The strategy acknowledges that Manchester is in the top tier of international cities for higher education, drawing upon a diverse global community for its staff and students from over 150 countries. Around 20,000 students graduating every year with an increasing number choosing to stay to live and work in the city.
- 4.33 The strategy advises that delivering high-density developments will ensure that more people accessing jobs live within the city, and that the best use of the space is made, limiting the requirement for green belt development.
- 4.34 The strategy advises that Manchester is developing the highest density housing in the places that are best connected by public transport. This type of urban development allows the city to grow more sustainably and responds to people's desire to be well connected by public transport.

Powering Recovery: Manchester's Recovery and Investment Plan

- 4.35 The Recovery and Investment Plan was produced by the City Council in partnership with the private sector to set out the Council's economic response to the COVID-19 pandemic.
- 4.36 The Plan acknowledges that graduate retention and the highly skilled talent pool form one of the primary drivers for investment and growth in the City Centre. Manchester Metropolitan University (MMU) and University of Manchester (UoM) are noted as providing an attractive higher education offer for overseas and home students, including in key subject areas linked to the city's growth sectors.
- 4.37 The plan states that sustaining the growth of the city centre now will ensure that Manchester can continue to compete nationally and internationally, increasing the productivity of the UK and increasing its global profile.

Climate Change Emergency and Playing our Full Part on Climate Change

- 4.38 Manchester Climate Change Agency was established in 2015 and is responsible for overseeing and promoting climate change action in the city.
- 4.39 In November 2018 Manchester committed to the following targets in relation to their 'direct' CO₂ emissions:
- Emit only 15 million tonnes CO₂ during 2018-2100;
 - Reduce emissions by at least 13% year-on-year; and
 - Become a zero-carbon city by 2038, at the latest.

- 4.40 In March 2020 the Manchester Climate Change Agency and Partnership launched Manchester Climate Change Framework 2020-25; the city's high-level strategy for meeting climate change objectives and targets.

City Centre Transport Strategy

- 4.41 The production of a revised City Centre Transport Strategy (CCTS) was considered by Manchester City Council at its executive meeting in October 2019.
- 4.42 The proposed revised CCTS will be aligned with the GM Transport Strategy 2040, and will set out ambitious targets for the city centre in the wider context of the Greater Manchester Spatial Framework, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero carbon city by 2038 at the latest.
- 4.43 The proposed vision for the revised CCTS is a well-connected city centre at the heart of the North, offering residents, employees and visitors a great place to work, live and visit.
- 4.44 The strategy will set an ambitious goal that by 2040, during the morning peak, 90% of all trips to the city centre will be made on foot, by cycle or using public transport. For travel within the city centre, there is an aspiration that walking would become an ever more important mode of travel.
- 4.45 The CCTS will look to bring about these changes by:
- Delivering an integrated, inclusive and sustainable transport network with increased connectivity and capacity, which meets growth in travel demand for getting into the city centre; and
 - Improving the quality, environment and legibility of the city centre streets to ensure it is a great place to spend time in and move around.

Emerging Greater Manchester Spatial Framework

- 4.46 The Greater Manchester Spatial Framework (GMSF) is a Development Plan Document being prepared jointly between nine of the ten Greater Manchester Local Planning Authorities. The GMSF will set out the approach to housing and employment land across Greater Manchester for the next 20 years.
- 4.47 The draft GMSF was consulted on from October 2016 to January 2017. The draft plan set out the scope of the plan, spatial strategy, strategic policies and proposed allocations. The application site is not subject of any draft land use allocations.
- 4.48 A second draft was consulted on between January to March 2019. Following Stockport's subsequent decision to withdraw from the GMSF process, the GMCA decided in December 2020 to proceed with a revised version of the plan for the remaining 9 Greater Manchester authorities. The revised plan will be consulted on in June 2021.
- 4.49 The site has no formal allocation under the Plan, but the following policies (taken from the draft Publication Plan published in October 2020) are considered to be relevant:
- 4.50 **Objective 4** states that the potential arising from national and international assets will be maximised by increasing the number of graduates staying within Greater Manchester.
- 4.51 **Policy GM-Strat 2** states that the City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester.
- 4.52 **Policy GM-E 5** states that significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted throughout Greater Manchester, including supporting the

continued growth and success of the university sector through continuing to develop Greater Manchester as the UK's best destination for students.

Emerging Manchester Local Plan

- 4.53 The Council are currently in the process of preparing a new Local Plan and undertook consultation on the preferred Issues and Options Document of the Plan from February 2020 to May 2020.
- 4.54 This is the first stage in the local plan review and so the consultation document does not contain any draft policy wording and as such no weight is applied to the document.
- 4.55 Of relevance however, paragraph 6.17 acknowledges that Manchester is home to the largest number of students outside London and that approaches to provide purpose-built student accommodation at a range of price levels may allow existing student homes to revert back to family use and reduce the need for students to rent mainstream accommodation, thereby preventing over-inflation of rental costs in newer developments.
- 4.56 Context to the discussion regarding PBSA in the emerging Local Plan is contained within the November 2019 and December 2020 Executive reports where the Council establish the direction of change for PBSA planning policies and provide an interim policy position for the application of Policy H12 in advance of the new Local Plan being progressed and adopted. These reports are discussed in more detail in chapter 5.

5.0 Strategic Context and Student Need

- 5.1 This chapter of the statement sets out a summary of the strategic context to the proposed development, including an overview of the student need in Manchester City Centre.

Manchester City Council Executive Report November 2019

- 5.2 A report by the Strategic Director of Growth and Development was considered at the Council's Executive meeting on the 13th November 2019. The report set out the context for consideration to be given to a review of policies relating to purpose-built student accommodation and in particular Core Strategy Policy H12.
- 5.3 The report sets out how the student accommodation market has changed and how this has changed the context for how Policy H12 should be applied in determining planning applications.
- 5.4 Key points from the report include:
- Manchester has the largest concentration of students outside London.
 - A growing proportion of students are now international, who choose to live in the city centre, driven by rising lifestyle expectations, property type and management.
 - As a result, the student housing market in the south of the city has contracted.
 - MMU and UoM have indicated that stock located further from the city centre is becoming increasingly unpopular.
 - Due to a lack of PBSA units in the city centre, most students choosing to live in the city are likely to rent through the mainstream lettings market. This is evident through student exemptions for Council Tax at recently developed city centre schemes. This is inflating rents and squeezing out working households.
 - Manchester is one of the most expensive markets in the UK for PBSA, and has a relatively high number of beds located more than 20 minutes from the primary University campuses.
- 5.5 The report sets out that a considered and diverse pipeline of new PBSA could stabilise rental growth and reduce competition between students and non-students.
- 5.6 The report sought approval for a consultation with key stakeholders on the changing market context summarised above being taken into account in determining planning applications. It was noted that the current policy on student accommodation needed to change to respond to the changing circumstances, including opportunities for further growth in PBSA stock.
- 5.7 The consultation was to include the below considerations:
- **Supporting Regeneration Objectives** – Schemes should contribute to delivering regeneration objectives for the city. Student accommodation should be in the right locations, in appropriate numbers and where it supports wider growth.
 - **Affordability** – A diverse pipeline of PBSA is required which meets the needs of students at an affordable price.
 - **Quality** – New stock must be of a high quality, providing a high standard of living, within close proximity to the city's higher education institutions. Sustainable accommodation is where it is no more than a 20 minute walk to campus, and the quality of rooms and common space is above average.
 - **Wellbeing, Safety and Security** – The principles of the three key codes of practice should be adopted for all new PBSA developments. PBSA owners should contribute to any additional management issues that can arise from a concentration of students.
 - **Density** – Density of student accommodation will be essential to deliver the level of new high

quality accommodation required within the context of scarce land availability within both the Corridor and the wider city centre.

- **Location** – PBSA should be located in the areas immediately adjacent to the core university areas, including parts of the neighbourhoods surrounding the Oxford Road Corridor.
- **Sustainability** – In the context of the climate emergency, new PBSA should be driven by proximity to university campuses, reducing the need to travel and for ease of using sustainable modes of transport.
- **Mix of Uses** – The corridor and city centre should maintain the right balance of uses to maximise its contribution to the economic growth of the city. A level of high quality PBSA is essential to achieving the right student offer and address the issues already noted. A limited amount will therefore be supported where it can be demonstrated that it supports commercial and educational use, and the overall growth and regeneration objectives for the Corridor and city.

5.8 The report was approved by the Executive in 2019.

Manchester City Council Executive Report December 2020

5.9 Further to the November 2019 report, a report by the Strategic Director of Growth and Development was considered by the Executive on 9th December 2020. The report set out the outcome of the consultation exercise approved at the November 2019 meeting, and sought the Executive's approval to use the outcomes to inform a policy approach to PBSA.

5.10 The consultation was based on the considerations included at paragraph 5.7 above and took place in Q1/Q2 2020.

5.11 Phase 1 included consultation with students, property developers and higher education establishments. Developers raised the need to consider PBSA provision in the wider city centre for those who want city living, whilst also highlighting that PBSA should not undermine the delivery of mixed and inclusive neighbourhoods. Responses from students showed that over 50% wanted to move closer to the city centre, whilst the higher education institutions raised the complexities of the demands from different types of students, the issues around the cost and availability of land, and concern over the London Plan affordable protocol (albeit welcoming such a requirement).

5.12 Phase 2 comprised the Local Plan Issues consultation which included a broad statement on PBSA and its potential to free-up existing student homes, thereby preventing over inflation of rental costs. Responses highlighted significant opposition to further PBSA development in the Oxford Road corridor and it becoming a predominantly student only area.

5.13 The report set out the Council's response to the issues raised in the consultation. This includes:

- There is a need to provide balanced neighbourhoods, supported by the proposal to concentrate new PBSA in close proximity to the University campuses. The provision of further PBSA can also support the freeing up of mainstream housing in the city centre currently occupied by students. This in turn generates additional Council Tax Revenue from residential properties as student exemptions will decrease.
- Support for the University's accreditation scheme through Manchester Student Homes, ensuring the quality of accommodation.
- New PBSA applications will need to include a management plan, setting out how the building will be managed and maintained over the long term, including issues such as waste management.
- Welcoming of the support for good quality, affordable accommodation and for growth and development in general.

- It is noted that the closure of MMU's Crewe and South Manchester campuses has resulted in an even larger number of student places being located at city centre campuses, and despite Covid-19, it is expected that numbers will remain strong, indicating a need for accommodation close to the university campuses. The increase of people living, and wanting to live, in the city centre and their needs must be balanced with the needs of students and communities in South Manchester.
- The SRFs adjacent to the Oxford Road Corridor, including Great Jackson Street, are noted as providing for a range of accommodation to meet the needs of all residential communities. Furthermore, the Council are reviewing the City Centre Strategic Plan to further define suitable areas for future PBSA, recognising the changing context of the city centre.
- New PBSA schemes will be assessed against the require space standards adopted by the Manchester Residential Quality Guidance.
- The Council recognises that there is scope to provide additional PBSA, provided it is of the right quality, price and in the right locations. Elsewhere in the report an assessment against the Our Manchester Strategy is set out, which discusses location when stating that student journeys should be made using public transport and active modes, supporting the climate change and clean air policy responses.

5.14 The Executive report was approved, with the principles set out in the November 2019 report (paragraph 5.7) remaining appropriate in providing the context for the application of Policy H12.

Student Need

- 5.15 Manchester is the third largest student city in the UK in terms of its full-time student population and a global Higher Education powerhouse. The University of Manchester is the largest single Higher Education institution in the UK with over 36,000 full-time students for the 2018/19 academic year. Overall student number growth over the last five years has totalled 8% and the postgraduate population is sizeable and has grown by a quarter in five years to nearly 10,000 full-time students. The demand for student accommodation bed spaces from the University of Manchester is massive, with nearly 18,000 18-20 year olds and 15,000 first year students. The University's non-EU population currently stands at over 11,000, with a 23% increase in this cohort over the last five years equating to 2,160 students.
- 5.16 There are 29,000 students studying at University of Manchester who are domiciled outside of the North West of England, a well-above-average proportion of students from outside the region. All growth in student numbers has come from outside of the region, more specifically from outside of the UK. The proportion of students from outside of the region as increased from 76% in 2013/14 to 79% in 2018/19.
- 5.17 Manchester Metropolitan University is one of the largest universities in the UK and was home to 28,000 full-time students for the 2018/19 academic year. Student numbers have grown by 4% in the last five years, with all of this growth at postgraduate level.
- 5.18 The student to bed ratio in Manchester currently stands at 1.8:1, with total demand for bed spaces standing at 47,495. This means that 20,948 students in the City are unable to access a purpose built bed space, forcing large numbers of students into Houses in Multiple Occupation (HMOs) and into city centre apartments, impacting on Council Tax receipts.
- 5.19 Cushman & Wakefield's analysis shows that pressures on the housing market as a result of students being unable to access purpose built stock will continue to increase, even with the delivery of the current development pipeline, necessitating the delivery of further stock. Student accommodation in Manchester is considerably older than the national average, with more stock developed before 1990

and still in use today than beds built post-2015. The average year a scheme was built or last fully refurbished is 1997, making a room in a Manchester PBSA scheme over 20 years old. This is considerably older than in other major markets and places Manchester at a considerable disadvantage when comparing accommodation choices.

- 5.20 Cushman & Wakefield's analysis shows that of the 24,000 beds in Manchester, only 3,600 score highly for room quality; and even fewer (c. 3,000) score highly for facilities/amenities quality. Manchester has fewer high quality rooms compared to UK average (15% vs 23%) and more low-quality rooms than average (39% vs 33%).
- 5.21 Further and detailed evidence of the clear student need is set out within the Evidence of Student Need report, prepared by Cushman & Wakefield, and submitted in support of this application. In addition, **Appendix 7** contains confirmation of MMU's significant interest, the detailed discussions that are taking place and that they intend to take it to the Residences Management Group in March for approval.

6.0 Planning Assessment

- 6.1 This section provides a justification and explanation of the benefits of the proposal having regard to the adopted planning policy and material considerations as outlined in chapter 4 and chapter 5.

1. Principle of Development

- 6.2 Set against this context, it is considered that a purpose built student scheme offers a viable and deliverable alternative residential land use at an important city centre location. The justification is considered to be comprised of 3 key components that together present a compelling argument in favour of the proposed high quality and well managed PBSA development at this site.

Need and Demand

- 6.3 As detailed in chapter 5 of this Planning Statement, there is a significant need for new high quality PBSA in Manchester. The separately submitted Evidence of Student Need assessment sets out that the overall student population has grown by 8% in the last 5 years, with a growing proportion of students coming from outside the region and thus in need of student accommodation.
- 6.4 The demand for bed spaces in Manchester is estimated at just over 47,000, with nearly half (c. 21,000) students unable to access a purpose built bed space forcing them into poor quality HMOs and the private rental market in the city centre.
- 6.5 The analysis in the report details the stress this places on the housing market and how the current pipeline is woefully insufficient to meet this demand, necessitating the delivery of additional stock.
- 6.6 The quality of student accommodation in Manchester is poor and significantly below the UK average, harming the student experience in Manchester and potentially damaging the prospects for graduate retention.
- 6.7 Evidence shows that Manchester is one of the most expensive cities in the UK for PBSA, and a more diverse pipeline of new PBSA is required to help stabilise rental growth and meet the needs of students at an affordable price.
- 6.8 The Council have acknowledged these significant issues in the Executive reports approved in November 2019 and December 2020.
- 6.9 The Local Plan Issues consultation also discussed the issue and highlighted how the lack of supply over-inflates rental costs in newer residential developments. Responses to the Issues consultation were summarised in the December 2020 Executive report and it is clear that respondents were concerned about the creation of predominantly student areas, such as the Oxford Road corridor. It is clear therefore that the desire from both stakeholders and the general public is to see student accommodation buildings integrated into neighbourhoods alongside other forms of residential development to create successful places. Neighbourhoods adjacent to the corridor and well-located for access to the University campuses, such as Great Jackson Street, are therefore considered to be locations that are suitable and meet this objective.
- 6.10 Paragraph 120 of the NPPF also lends support in stating that prior to updating a local plan, applications for alternative uses should be supported where the proposed use contributes to meeting an unmet need in the area.
- 6.11 The December 2020 executive report is clear that this changing market context should be taken into account in the application of Policy H12 and the assessment of proposals for PBSA.

Regeneration Opportunity

- 6.12 The site is not formally allocated for any specific land use but is located within the Regional Centre and City Centre, where the Core Strategy supports a diverse range of land uses. The site is identified within the Great Jackson Street SRF (a material consideration) for a residential-led use, reflective of the extant planning consents at the times when it was prepared and later updated.
- 6.13 The site is a long-standing vacant and underutilised brownfield site in a visually prominent location on a key route into the city centre. It visually detracts from the street scene in its current state and is therefore considered to be a key opportunity for regeneration.
- 6.14 As set out in chapter 2 of this Planning Statement, the site has been subject to various planning consents for residential development over the last 20 years. None of these consents have made a meaningful start on site and all of these schemes have failed to deliver. The 2017 consent will expire in May 2021; the applicant for that scheme has withdrawn their commitment to the site and thus this consent will also not be delivered. It is therefore evident that a C3 residential permission will unlikely be delivered at the site.
- 6.15 The site's small size, challenging shape and levels, and its frontage onto a main arterial route into (and on the edge of) the city centre mean that it is not considered suitable for alternative uses such as retail, leisure or employment.
- 6.16 It has been demonstrated that Fusion has a strong track record of delivering purpose built student accommodation schemes. Fusion have developed 3,365 student beds across 8 schemes with a further 2 sites (1,638 beds) due to complete in 2021. Fusion ensured that both of these construction sites remained operational during covid-19, demonstrating their commitment to delivering their schemes.
- 6.17 Fusion are fully committed to this scheme, reflected in this being an application for full planning permission rather than outline. Fusion also retain assets to manage themselves, unlike other developers who may obtain and deliver planning consents but then pass the management to a third party.
- 6.18 This model of developing schemes to retain and manage provides confidence that Fusion have an intrinsic understanding of what is required to guarantee a deliverable scheme, from ensuring the unit mix meets the identified accommodation needs of the student market, to the pricing being appropriately balanced between being competitively priced in the market whilst achieving a viable development. This business model also means that Fusion have a genuine vested interest in the scheme being designed, built and managed/maintained to a high quality.
- 6.19 Support to the higher education sector and retention of the city's increasing graduate talent pool are noted as key economic drivers and regeneration objectives for the City in the Our Manchester Strategy and the Powering Recovery Plan. Providing high quality and well managed student accommodation close to both the city centre and the University campuses is critical to achieving this and encouraging graduates to remain in the city, and thus the proposed development contributes towards these significant city-wide regeneration goals as clearly recognised in the November 2019 and December 2020 Executive reports.
- 6.20 The proposed development will be high quality and well managed, as detailed within the submitted Management Plan, so as to enable it to become an integral part of the Great Jackson Street neighbourhood and the mixed-use residential-led community that the SRF seeks to achieve. The welfare and well-being of their student residents is of the utmost importance to Fusion, as commended by their residents at their buildings elsewhere, in particular during the covid-19 pandemic, and also

shown in the pre-application consultation feedback. Further detail of the on-site amenities and importance Fusion place on student wellbeing is contained in the submitted Social Spaces, Amenities & Student Wellbeing Strategy. In addition to the Management Plan, the Crime Impact Statement recognises the safety and security benefits provided by the proposed development.

- 6.21 The SRF seeks to deliver a 'residential-led neighbourhood' in the framework area. It is considered that this choice in phrasing does not therefore dictate that all uses in the SRF area must be C3 residential, and other forms of residential will be acceptable where they comply with the adopted development plan.
- 6.22 Student accommodation has many residential characteristics including providing a primary residence for its students and a high quality, well-managed PBSA scheme can contribute to the creation of a sustainable mixed residential-led neighbourhood.
- 6.23 Furthermore, the LPA has recognised that different forms of residential are acceptable in the SRF area, including planning permission ref. 116850/FO/2017 which included retirement living units (Use Class C2). It is therefore considered that the development is in accordance with the land use and strategic regeneration principles of the SRF.
- 6.24 The positive benefits in relation to crime and fear of crime are described in the Crime Impact Statement, with the natural surveillance and activation of the street scene comprising clear regeneration benefits from the derelict current state of the site. The Crime Impact Statement goes on to highlight how the proposed amenity areas offer an active frontage to the public realm, improving natural surveillance whilst also acting to foster community relations within the residents, creating a community less likely to tolerate inappropriate behaviour and more willing to challenge unfamiliar faces.
- 6.25 Additional regenerative benefits are identified within the socio-economic impact assessment contained within the Environmental Statement. This includes a private sector investment of £35million, creating 78 FTE jobs per annum during the construction and £2million GVA per annum.
- 6.26 Once operational, the scheme will create 20 FTE jobs, whilst the student residents will take-up 13.6 FTE jobs from part-time work. The additional GVA is anticipated to be £0.53million at the City scale and £0.7million at the Greater Manchester level per annum.
- 6.27 The student residents will generate additional local expenditure in the region of £4.2million per annum, whilst the development of 534 beds in a high quality and well-managed PBSA scheme will reduce pressure on student-let properties elsewhere in the City increasing the supply of homes for sale and rent. This in turn will increase Council Tax revenue for the Council, as there will be fewer student exemptions in these dwellings.
- 6.28 The scheme contributes to the City's zero carbon strategy through the highly sustainable and accessible location of the site, with its easy and convenient connections to University campuses by walking, cycling and public transport. The scheme includes solar PV cells and air source heat pumps to further align with this agenda.
- 6.29 The significant improvements proposed to the public realm and street tree planting will create an attractive entrance to the city along a key route and is one way in which the scheme will contribute to the successful place making in the Great Jackson Street neighbourhood as detailed in the Great Jackson Street SRF.
- 6.30 The proposed scheme is therefore considered to meet the 'starting point' approved by the Council's Executive in December 2020 as the considerations for reviewing Policy H12. It clearly delivers towards

numerous significant regeneration objectives for the city³, supports employment growth and graduate retention, contributes to place-making and develops the city's international reputation, thereby making a significant contribution to the city.

Policy Assessment

- 6.31 Policy H12 of the Core Strategy sets out ten assessment criteria which, if satisfied, empowers the Council to support purpose built student accommodation developments. This provides the basis for considering the principle of the acceptability of PBSA at the site and the scheme's compliance with each of these is discussed in turn below, drawing upon evidence set out elsewhere in this Planning Statement and supporting reports:

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.

The site is within close proximity of both universities and high frequency public transport routes.

The site is within 700m or an easy 15-minute walk of Manchester Metropolitan University, including both the Birley and All Saints campus areas. The site is also within a 20-minute walk of University of Manchester buildings along Oxford Road and Sackville Street. The universities are a 5 and 7-minute cycle respectively. The Executive report approved in December 2020 acknowledged a 20 minute walk as being an appropriate indicator of quality and location.

There are numerous high frequency public transport routes within 500m of the site providing quick and direct access to University campuses. This includes Deansgate train station (130m); Deansgate-Castlefield tram stop (200m) and Oxford Road train station (650m). There are various bus stops located in close proximity to the site, including on Whitworth Street W (180m) and Medlock Street (300-350m); the latter provides direct access to MMU's Birley campus via the 256 bus route which runs every 15 minutes.

The criteria requires a site to be either within 500m of a campus or a high frequency public transport route. The site is clearly within close proximity to numerous high frequency public transport routes and thus the criteria is satisfied. Furthermore, whilst it is slightly further than 500m to a campus, it is still within an easy and convenient walk to multiple University campus locations and within the 20-minute threshold established within the December 2020 Executive report. The criteria is therefore met.

Appendix 7 also notes that MMU consider the site location to be "appropriate and well-connected to the MMU campus/teaching buildings".

2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.

The planning application is supported by an Energy Strategy, which demonstrates Fusion's commitment to ensuring the scheme is environmentally sustainable.

The statement also sets out how the development will be delivered in accordance with the energy hierarchy, minimise energy demand and maximise energy efficiency. Furthermore, despite the small site area, on site renewables are proposed comprising solar photovoltaics on the roof of the

³ Great Jackson Street SRF; Our Manchester Strategy; Powering Recovery: Manchester's Recovery and Investment Plan; Climate Change Emergency and Playing our Full Part on Climate Change; City Centre Transport Strategy.

building and air source heat pumps to generate hot water.

The report considers the opportunity to connect to the Manchester Civic Quarter Heat Network but concludes that it is too remote from the site for it to be economical to connect into, and this option is therefore discounted.

Please also see paragraphs 6.111-6.119 below. The criteria is therefore addressed.

3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.

The proposed development is high density in its nature and is considered consistent and compatible with surrounding existing, emerging and committed developments which include buildings of a similar and greater scale. The planning history establishes the principle of a high density development at the site and pre-application feedback from Places Matter demonstrated considerable support for a tall building (suggesting it could even be higher than proposed) and high density of development at the site.

A range of retail facilities are within convenient walking distance of the site, including convenience retail at First Street, Whitworth Street West and Deansgate. A wide range of comparison retail and leisure facilities are provided within the wider city centre; Market Street is just a 15 minute walk from the site. A detailed analysis is contained in the Design and Access Statement (pages 11-13).

The scheme is proposed as a car-free development as there is typically very little demand from the student population in centrally located PBSA schemes. Fusion Students, as an experienced operator of similar schemes, will have a strong management plan in place to ensure there is no adverse impact to nearby streets. Their experience at other sites also demonstrates that there is very little demand from students for cars.

The Transport Statement highlights that the site is in a highly accessible location, benefitting from good levels of pedestrian and cycling infrastructure in addition to public transport opportunities.

A Framework Travel Plan is contained within the Transport Statement, which sets out the full range of measures Fusion will put in place to promote sustainable transport choices to its residents.

The criteria is therefore suitably addressed.

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area.

Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

The scheme will lead to the redevelopment of a long-standing and highly prominent vacant brownfield site which has a history of schemes not being delivered. The proposal creates an opportunity to address the negative impacts and improve the poor quality environment created by this prominent, derelict site at a key gateway into the city centre.

The proposed development will introduce a broader range of residential accommodation types in this area of the city centre, assisting in creating a more sustainable and mixed local community within the Great Jackson Street area. The proposed development will include a range of amenity and social space for residents, ensuring there is minimal pressure placed on existing neighbourhood services. The Crime Impact Statement recognises the positive benefits these amenity areas provide in fostering community relations within the residents, creating a building community less likely to tolerate inappropriate behaviour and more willing to challenge unfamiliar faces.

A Residence Management Strategy is also submitted with the application to demonstrate how Fusion will manage the property to ensure there are no adverse impacts to the local area. This includes measures such as a 24/7 front desk presence and providing building management contact details to nearby residents for ease of contact.

The positive regeneration impacts that a well-managed, high quality and centrally located student accommodation development can have has been formally recognised by the Council at the November 2019 Executive meeting. PBSA schemes, such as that proposed in this application, deliver on city-wide regeneration objectives in supporting employment growth, graduate and talent retention and developing the city's international reputation.

The scheme will provide a broad range of accommodation types and is designed to be a high quality product provided at a mid-market price point. This ensures that affordability does not impact the ability to attract students from a range of backgrounds. In addition to this pricing approach, Fusion have committed to provide at least 100 beds (18.4%) at a genuinely affordable rent.

A range of different accommodation formats are provided in the scheme, from studios to social apartments, and the scheme also includes a generous provision of ancillary facilities to cater for the social and pastoral well-being of its residents. This ensures the scheme appeals to a broad population of students, which is evident from the diverse resident population at Fusion's other schemes. The scheme is therefore considered to accord with the City's strategic objectives for student accommodation in providing a high quality affordable product with a mix of accommodation types and supported by sufficient social and communal facilities. Further information is contained in the submitted Social Spaces, Amenities & Student Wellbeing Strategy.

The construction of the proposed development will create 78 FTE jobs per annum, contributing an estimated £2million GVA per annum, with 20 FTE jobs created once operational. Fusion are committed to local labour

The student resident population will have a positive economic effect through supporting local retail and leisure services and contributing to a vibrant neighbourhood, with the local expenditure estimated at £4.2million per annum.

The scheme will have regeneration impacts beyond its immediate area. As the supply of high quality and competitively priced PBSA schemes in the city centre increases, the traditional poor-quality HMOs in the popular South Manchester neighbourhoods will inevitably be converted back to family housing as demand reduces. This will increase the city's supply of this much-needed residential dwelling type, reduce the anti-social behaviour problems that can be experienced in neighbourhoods with significant levels of poorly managed HMOs and increase the Council's Council Tax revenue as these properties would no longer be exempt.

The redevelopment of the site for the proposed development is considered to accord with the Council's strategic regeneration objectives set out within the Great Jackson Street SRF, Core

Strategy and the Manchester Strategy, both directly and indirectly, and therefore complies with this criteria.

Please also refer to paragraphs 6.12-6.30 above.

- 5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention**

The application is supported by a Crime Impact Statement following consultation with Greater Manchester Police.

The building has been designed with the ground floors containing the social and amenity space for residents, which will provide an active frontage to both Deansgate and the Bridgewater Viaduct/Chester Road improving natural surveillance.

As noted above, the scheme will include a strong building management scheme including a 24/7 on-site concierge presence.

The CIS welcomes the animation of the street scene, improved natural surveillance of the adjacent public realm and controlled methods of entry into the building. The CIS identifies some areas for further consideration, which the design team have confirmed will be incorporated into the scheme as subsequently agreed with GMP, and it can therefore be concluded that the proposed scheme is considered acceptable. Please also see paragraphs 6.153-6.156 below.

This criteria is therefore complied with.

- 6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.**

The design approach to and justification for the design and layout of the proposed development is contained within the Design and Access Statement.

The Environmental Statement and the relevant technical reports submitted in support of this application demonstrate that the proposed development will not be incompatible with nearby existing developments, both individually and when considered cumulatively with other developments.

A Residence Management Strategy is also submitted with the application to demonstrate how Fusion will manage the property to ensure there are no adverse impacts to the local area. This includes measures such as a 24/7 front desk presence and providing building management contact details to nearby residents for ease of contact.

This criteria is therefore addressed.

- 7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.**

The site does not contain any Listed Buildings or other buildings with a heritage value, and

therefore this criteria is not relevant to the proposed development.

8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.

A waste management strategy is included within the Design and Access Statement and demonstrates how the scheme complies with the Council's requirements for the management of waste and disposal in accordance with the waste hierarchy.

Please also see paragraphs 6.145-6.149 below, which further demonstrate how this criteria has been met.

9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bed spaces.

Chapter 5 of this Planning Statement has outlined the strategic context recognised by the Council as resulting in a need for new PBSA bed spaces within the city, including the Executive report endorsed by the Council at the December 2020 meeting.

Chapter 5 also outlines the student accommodation need, as researched by Cushman & Wakefield's Student Accommodation Advisory team and detailed within a separate report submitted in support of this application. This details the significant need for modern, high quality and well-managed student accommodation schemes in Manchester, delivered at an affordable price point such as that provided by Fusion. **Appendix 7** contains an email confirming MMU's interest in the site, that they support the high quality and good location of the scheme and are taking it to their March Residences Management Group for approval. If approved at that meeting, further evidence will be submitted during the determination period.

Furthermore, Policy GM-E 5 of the draft GMSF supports the continued growth and success of the university sector through continuing to develop Greater Manchester as the UK's best destination for students. In order to meet this requirement, it will be imperative to develop high quality and additional student accommodation in suitable locations such as the site.

Manchester is one of the most expensive cities in the UK for PBSA and an increased and diverse supply of PBSA beds is needed in order to stabilise rental growth. Fusion's business model is unique to other providers whereby they provide a high quality product at a mid-market price point, providing them a competitive edge and ensuring that affordability does not impact their ability to attract students from a range of backgrounds and at different education levels. In addition to this pricing approach, Fusion have committed to provide at least 100 beds (18.4%) at a genuinely affordable rent.

It is also evident from Council Tax exemptions (records obtained via an FOI request and provided at **Appendix 8**) which typically reflect student households, that as of 1st November 2020, there were at least 32 student households living in the Lower Super Output Area containing the site, exemplifying in just one small area the unmet need satisfied through the open market from the student population who evidently consider the location an attractive and convenient place to live.

The appeal of this site as a suitable location for student accommodation is further demonstrated through the positive feedback received through the community engagement, particularly comments received through social media where students expressed an interest in the product and its location.

It is therefore considered that this criteria is demonstrated.

10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

As set out above, Fusion have a strong track record and have delivered 100% of the planning consents they have obtained around the country. To date, Fusion have built out 9 schemes, have 3 under construction and a further 4 sites in the planning stage. Their business model of securing planning permissions, constructing the scheme and now retaining the building to manage adds to their ability and confidence that this scheme can, and will, be deliverable.

Summary

- 6.32 In assessing against the above criteria, consideration has been had to the changing context for assessing against Policy H12 contained in the December 2020 Executive Report. The proposed development provides significant regeneration and place-making benefits, is well-located for access to the Universities and will diversify the pipeline of PBSA and stabilise rents. The scheme will be high-quality and well-managed, with safety, welfare and well-being of residents a key priority for Fusion, yet with a commitment to provide nearly a fifth of bed spaces at an affordable rent. It maximises the efficiency of the site, with a high density development whilst also seeking to minimise its environmental impact, including through the use of on-site renewable technologies.
- 6.33 As detailed above, there is a significant need in Manchester for new student accommodation of a high quality and in suitable locations for convenient access to the universities. The site is well-located for easy and convenient access to numerous university campus locations, and the development of the long-standing derelict site provides significant regeneration benefits to the site, Great Jackson Street neighbourhood and the wider city.
- 6.34 The principle of the regeneration of this long-standing vacant site for the proposed purpose built student accommodation development is considered to be acceptable with all the relevant policy criteria of H12 clearly satisfied. The scheme is thus in accordance with Policies H12 and CC8 of the Core Strategy and specifically paragraph 120 of the NPPF and presents a compelling justification and exceptional circumstances for the approval of this high quality, well-managed PBSA development at this location.

2. Design

- 6.35 The Design and Access Statement (DAS) submitted with this application details how the built form of the development positively responds in design terms to the site's opportunities, constraints and its surrounding context. The highly experienced design team has developed the proposal through consultation with key stakeholders, including Places Matter, Ward Councillors and the general public.
- 6.36 The design development demonstrates how the building's form, scale and massing have been approached to produce a carefully considered and robust design proposal. Support from interest groups such as Places Matter has positively reinforced and informed the proposed principles of height, materiality and design quality.
- 6.37 The design quality has been a strong focus for the design team, who have sought to create a simple, yet timeless, design. The corner interfaces have been carefully considered to address all key approaches, with articulation to the façade emphasising the building's relationship to adjacent developments.
- 6.38 The proposed material palette acknowledges the rich industrial history of Manchester and the surrounding area. The use of weathered corten steel look panelling reflects the foundries and

metalworking yards, as well as the wrought iron still visible on the nearby viaducts. This combines with the clear curtain wall glazing and anthracite grey metal cladding panels to ensure that the materiality allows the building to serve as a timely, yet contemporary, visual link between the nearby Conservation Areas and the newly emerging, modern skyline of the city.

- 6.39 The building height has been informed by a massing study which has considered the impact of different heights. The study considered that the proposed height serves as a visual link between the merging scale of the Great Jackson Street area and the lower, historic scale of Castlefield, sitting on the secondary skyline with buildings such as Axis Tower. The proposed height preserves the prominence of buildings such as Deansgate Square, Beetham Tower and Elizabeth Tower as the primary landmarks for the city. The stepped down approach to the massing at the upper floors creates the opportunity for the external private amenity space, whilst also providing a more slender visual form to the building.
- 6.40 The TVIA contained within the Environmental Statement demonstrates how the proposed tall building is in accordance with Policy EN2 of the Core Strategy.
- 6.41 Whilst the building exceeds the 13 storey building height noted in the Great Jackson Street SRF, it is observed that this height simply reflects the planning approval for the site at that time. In any case, it is clear that the heights in the SRF are not meant to be restrictive limits as demonstrated by planning approval ref. 126668/FO/2020. The two buildings approved through that consent are each 52 storeys in height, whilst the SRF indicated heights of 31 and 46 storeys at that plot, setting a precedent for buildings to exceed the heights noted in the SRF.
- 6.42 The SRF identifies height at 'strategic points' in the neighbourhood, comprising the corners and edges around the perimeter of the SRF and creating a greater sense of neighbourhood within the area. Strategic viewpoint 10 clearly shows a building of height located at the site and so the proposed design is consistent with this principle of the SRF.
- 6.43 The enhancements proposed to the surrounding public realm, including street tree planting, offer improvements to the pedestrian experience around the site and the local neighbourhood at this key gateway into the city centre and supporting the development of Deansgate as a key pedestrian and cycle route into the city in accordance with the site linkages shown in the SRF.
- 6.44 The proposed development will target BREEAM Excellent, employing numerous sustainable approaches and technologies. The high quality internal spaces will be well-managed, with an innovative approach to the external amenity space and an abundant variety of internal amenity types to cater for the needs of future student residents. Secure by design principles will be employed throughout the building whilst the active ground floor uses will create significant natural surveillance.
- 6.45 The proposed development has employed an inclusive approach to design to ensure it responds to the needs of all users and removes any barriers to full participation. It is adaptable and flexible, capable of easily and conveniently responding to the needs of different people. The design accords with the relevant legislation, with the minimum standards either met or where possible, exceeded. 5% of the bedrooms are designated as fully accessible, with all one bed rooms designed to be capable of being easily adapted into a Part M compliant accessible room should an additional requirement arise in the future.
- 6.46 The accommodation schedule sets out the floor areas of each bedroom type, as well as the 639 sqm internal amenity space and 193 sqm of external amenity space available for use by every student resident. The internal amenity space includes lounge areas, a social game zone, social dining area, gym, well-being suite, library and study space. Each rooftop terrace will have a clear and distinct concept as detailed in the DAS. Taking this into account and considering the unique way in which

PBSA schemes function and are used by their residents, it is concluded that the space standards contained in the Manchester Residential Quality Guidance are significantly exceeded in accordance with the context for the assessment of Policy H12 endorsed by the Council's Executive in December 2020.

- 6.47 The design of the proposed development is thus considered to be in accordance with Policies CC6, CC9, CC10, EN1, EN2 and DM1 of the Core Strategy, as well as key material considerations including the Great Jackson Street SRF and the Manchester Residential Quality Guidance.

3. Heritage

- 6.48 A Heritage Statement has been prepared by Bidwells and is appended to the Environmental Statement submitted with this planning application. Consideration of built heritage is also contained within Chapter 10 of the ES. The Heritage Statement identified and assessed any impacts that the proposed development may cause to the value or significance of the identified heritage assets and/or their settings.
- 6.49 The site does not contain any Listed Buildings nor is it within a Conservation Area, however there are numerous nearby designated and non-designated heritage assets which have the potential to be affected by the proposed development. These are shown in Figure 2 below.

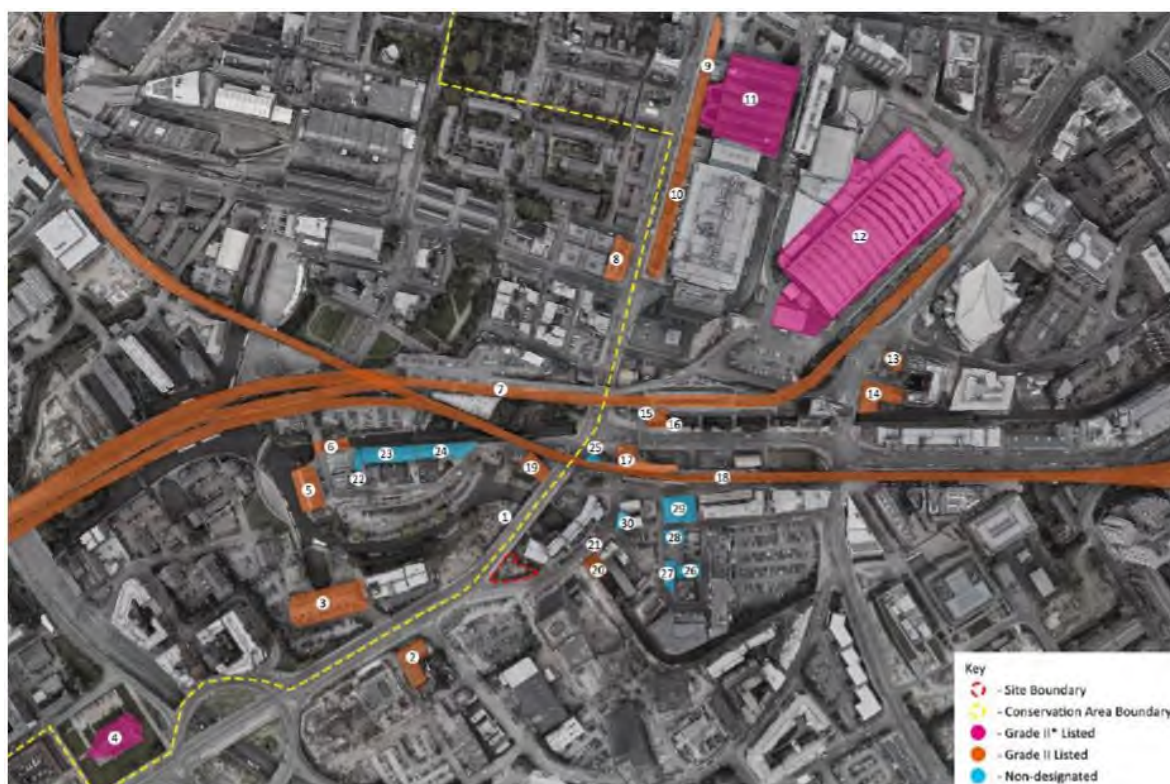


Figure 2: Location of the nearby heritage assets (Source: Figure 16, Heritage Statement, Bidwells)

- 6.50 The Heritage Statement examines the nature and extent of any impacts resulting from the proposal on the identified heritage assets and/or their settings, and concludes that whilst the proposed building will increase awareness of the site within the surrounding area, it has been carefully designed to take into account its potential effects on townscape and the setting of surrounding heritage assets.
- 6.51 As a result, Bidwells conclude that the impacts on the settings of the identified assets will range from minor beneficial to neutral to minor adverse. There is only 1 instance of the latter – the setting of the Grade II Listed Congregational Church (ref. 19 in Figure 2) – but this is considered to be at the lower

end of the scale of “less than substantial harm” in the terms of paragraph 196 of the NPPF.

- 6.52 It should also be noted that the site in its current form makes a negligible adverse contribution to the asset’s setting and the proposed building will be visible alongside the other significant new developments along Chester Road and in the Great Jackson Street area.
- 6.53 The Heritage Statement determines that the development will have a neutral impact on the Castlefield Conservation Area.
- 6.54 The Heritage Statement concludes that the proposed development therefore satisfies the provisions of the Planning (Listed Building & Conservation Areas) Act 1990 and that there would be no harm arising from the proposals that would not be outweighed by the minor beneficial impacts to other heritage assets and the wider public benefits from the scheme.
- 6.55 The proposed development is therefore considered to respect the setting of the nearby Conservation Area, Listed Buildings, and other heritage assets in accordance with Policies SP1, CC9, EN1, EN2, EN3 and DM1 of the Core Strategy, Policies DC18.1 and 19.1 of the UDP, the SRF and the NPPF.

4. Townscape and Visual Impact Assessment

- 6.56 A Townscape and Visual Impact Assessment (TVIA) has been undertaken by Bidwells and is contained within the Environmental Statement. It considers the effects on visual receptors in close proximity to the site and the effects on the Manchester skyline and townscape character.
- 6.57 The townscape assessment describes how the strong industrial history is evident in the existing townscape character, with rows of terraced housing, mills and industrial buildings and more modern developments comprising high-rise buildings. The National Character Area describes how the high-rise buildings of Manchester city centre are considered to contribute to the area’s orientation and sense of place.
- 6.58 The Strategic Character Area is noted as containing a variety of built form, including a sometimes dramatic variety in the scale of built form, with the core area being mainly one of higher, larger scale buildings.
- 6.59 The site is identified as being located within the evolving townscape of Great Jackson Street, where a common characteristic of development is large scale, tall buildings, including Deansgate Square South Tower (64 floors), Elizabeth Tower (51 storeys), Axis Towers (27 storeys) and 2-4 Chester Road (21 storeys).
- 6.60 The railway viaduct and water canals are noted also as providing unique townscape features, creating movement above the eyeline and below the street level respectively.
- 6.61 13 viewpoints were selected for the visual impact assessment, at varying distances and orientations from the site. Nearby tall buildings were considered to substantially constrain the field of view to a close range; however, the proposed height of the development means that it is likely to be visible from a wider context. The visual assessment was based on site observations made during visits and Zone of Theoretical Visibility (ZTV) analysis. Visualisations were produced for all viewpoints, which informed the assessment of the potential visual effects.
- 6.62 The TVIA concludes that the proposed development has the potential to positively impact the surrounding townscape. The design approach is informed by a thorough study of the site’s context, which has led to an innovative use of materials and architectural form, diversifying the character of the local neighbourhood and complementing the unique historical context. The design will fit into the surrounding modern townscape whilst complimenting the historical heritage and revitalising a derelict site. This results in a positive impact to the local streetscape and improvement to the setting of local

heritage assets.

- 6.63 There will be a temporary adverse visual impact during construction due to the presence of a crane, however once complete, the building will result in positive visual effects to Deansgate, the Cheshire Ring Canal Walk, Chester Road and The Salford Trail. Whilst there is considered to be an adverse visual effect to the Rochdale Canal Tow, overall, the TVIA concludes that the proposed development has the potential to become a valuable landmark at a strategic gateway location contributing to a diverse skyline. It is therefore compliant with Policies CC6, CC9, EN1 and EN2 of the Core Strategy, the NPPF and the Guide to Development in Manchester SPD.

5. Daylight, Sunlight and Overshadowing

- 6.64 A Daylight & Sunlight Assessment has been prepared by GIA and is contained within the Environmental Statement submitted alongside this application. The report presents the findings of the assessment and establishes the impact on neighbouring buildings.
- 6.65 The assessment identified that Deansgate Quay and West Tower, Deansgate Square would have a medium sensitivity to the proposed development. Castle Wharf would have a low sensitivity as it is not yet built and thus there are no current residents.

Castle Wharf

- 6.66 GIA identify that the building has a low baseline with only 8% of windows and 54% of rooms complying with the vertical sky component (VSC) and no sky-line (NSL) daylight targets. The average baseline VSC level is 17.0%, which reduces to 13.7% with the proposed development.
- 6.67 50% of the windows and 71% of the rooms which do not meet the BRE criteria for VSC and NSL serve bedrooms which are considered by BRE to have a lesser requirement for daylight.
- 6.68 It is also noted that the proposed scheme has the potential to impact only one elevation of Castle Wharf, which is a relatively small proportion of the entire building.
- 6.69 70% of the rooms assessed for sunlight will meet the BRE criteria. 5 rooms fall marginally short of meeting the APSH criteria and are reduced by 20-30%. 17 rooms meet the annual APSH criteria but not in Winter, which is considered minor given the low sensitivity of the building.
- 6.70 GIA conclude that as the building is not currently occupied, the impacts to daylight and sunlight are marginal and when considering the site's urban context, the impact is considered to be minor.

West Tower

- 6.71 GIA assessed a total of 417 windows serving 216 rooms. For VSC daylight, 65% of the windows which do not meet the criteria serve bedrooms and thus have a lesser requirement for daylight.
- 6.72 The remaining windows all serve living kitchen diners and have alternative windows serving the same room. As such, all these windows meet the BRE target.
- 6.73 For NSL, all of the rooms which do not meet BRE criteria serve bedrooms. The impact to daylight at West Tower is thus concluded as negligible.
- 6.74 All of the assessed rooms for sunlight will meet the BRE criteria, and the impact to sunlight is thus negligible.

Deansgate Quay

- 6.75 A total of 62 windows serving 43 rooms were assessed for daylight. 12 (20%) of the 62 windows will meet the BRE criteria for VSC, whilst 14 (33%) of the 43 rooms will meet the BRE criteria for NSL.

- 6.76 19 of the windows which do not meet the criteria are bedrooms, which have a lesser requirement for daylight.
- 6.77 GIA have set out a detailed consideration of the impact to Deansgate Quay in the Environmental Statement. In summary, the impact to Deansgate Quay is mitigated for the following reasons:
- The design of Deansgate Quay results in low light levels as a consequence of it being built close to the site boundary, with several deep, single aspect rooms facing the development site. A number are recessed and positioned beneath balconies, which makes it difficult for light to penetrate living spaces and places. The design of the building leads GIA to consider it to be unneighbourly in accordance with BRE guidance.
 - The emerging density around the site, and erection of West Tower and Castle Wharf, have resulted in a cumulative reduction in daylight to Deansgate Quay. The baseline has reduced from 25.75% to 14.94% as a result.
 - Were the extant consent (ref. 115591/FO/2017) constructed now with these developments included in the baseline (they were not previously included as they were not then consented), the retained VSC levels would be comparable to those now calculated as a result of the proposed development i.e. the proposed development is comparable to the extant permission.
 - Only the windows facing the development site have been assessed with no other elevations impacted as a result of the proposed development. The affected windows are thus only a small percentage of the overall property.
- 6.78 GIA conclude that whilst the impact to Deansgate Quay is moderate adverse, it is not EIA significant and reflects the city centre location and the mitigating factors highlighted above.
- 6.79 The Design and Access Statement (page 50) discusses how the proposed design compares to the extant permission with regards to shadowing. Further massing options were worked through in conjunction with GIA who concluded that a reduced footprint of built development at the site (akin to the extant permission) would not result in any significant change to the light levels. There is thus no alternative design that could result in any significant improvement and the low light levels are a consequence of the city centre location and the density of the surrounding area.
- 6.80 The results should be considered in the context of a site that has been vacant and cleared of buildings for many years and thus any development at the application site, even a low to medium rise building or the extant permission if assessed now, would result in a similar impact to light levels to the assessed elevation of Deansgate Quay.
- 6.81 Deansgate Quay is somewhat unusual for a city centre building in having benefitted from these conditions, and it is therefore reasonable to conclude that the baseline situation against which the impacts are measured does not represent the normal baseline that would be encountered in a city centre environment.
- 6.82 The relationship of the proposed building to Deansgate Quay is not considered unusual or unacceptable in the context of city centre developments and it is noted that the SRF and planning policies encourage high density development in this sustainable location.
- 6.83 A similar assessment was made by the LPA in their consideration of application ref. 110730/FO/2015/C1 in March 2016 (page 26), which we consider sets a benchmark for how the consideration to daylight and sunlight impacts from development at the site should be approached.
- 6.84 In conclusion and in the context of the discussion above, the proposed development is considered to be in accordance with Policies DM1 and EN2 of the Core Strategy, PPG and the Guide to Development in Manchester SPD.

6. Transport and Highways

- 6.85 A Transport Statement and Framework Travel Plan have been prepared by Calibro and are submitted with this application. The Transport Statement considers the development proposals and their potential impact on the surrounding highway network. The Framework Travel Plan outlines measures to encourage sustainable travel.
- 6.86 The proposed development includes 92 cycle parking spaces, all securely located at basement level and accessible via magnetic locks to ensure a high level of security. Fusion will also offer a bike rental scheme for residents, offering access to fully maintained and serviced bikes. The scheme includes no car parking spaces.
- 6.87 The Transport Statement identifies that the site is in a highly accessible location, benefitting from good levels of pedestrian and cycling infrastructure, as well as public transport opportunities.
- 6.88 As the scheme is car-free, it will not generate any vehicular trips. Calibro have examined the non-vehicular trip generation and demonstrated that the trips associated with the proposed development are not considered material nor discernible with regards to highway safety or capacity on the network.
- 6.89 The Transport Statement also identifies a range of traffic management measures that would be put in place at the limited times of the year when residents would be moving in and out of their accommodation to ensure there is no adverse impact to the surrounding roads. This includes students needing to book an arrival slot and arriving at a nearby car park where holding bays would be reserved by Fusion at these times of year. Parking marshals (provided by Fusion) would then oversee cars moving to the on-street parking bays outside the site where loading/unloading can take place in a managed way.
- 6.90 The Framework Travel Plan identifies a range of initiatives that could be implemented to reduce dependency on the private car and encourage sustainable modes of travel, including:
- Appointment of a Travel Plan Coordinator (TPC).
 - Preparation of a Travel Plan report for submission to the LPA.
 - Provision of a welcome pack outlining local walking/cycling routes and detailing public transport services.
 - Preparation of an action plan that details measures taken to fulfil the targets of the Travel Plan.
 - Identifying and managing arrangements for the start and end of year drop-offs and collections.
 - Annual monitoring of residents' travel habits for the first 5 years.
- 6.91 The Transport Statement concludes that overall, there are no material reasons from a traffic and transportation perspective as to why the proposed development should not be granted planning permission.
- 6.92 As such, the proposed development is considered to be fully compliant with Policies SP1, CC5, T2 and DM1 of the Core Strategy, as well as the NPPF and Guide to Development in Manchester SPD.

7. Wind Microclimate

- 6.93 An assessment of the effect of the proposed development in terms of wind microclimate is contained within the Environmental Statement submitted with this application.
- 6.94 The assessment identified no safety exceedances on the main areas of the rooftop and the three external terraces, and as such no mitigation is required to these areas.
- 6.95 The assessment identified locations along the Bridgewater Viaduct and Deansgate where the

proposed development would result in high wind speeds requiring mitigation. As such, embedded mitigation is proposed in the form of street tree planting to reduce the wind speeds in the pedestrian environment. The report notes that landscape elements below 8m in height are not capable of being modelled however it is expected that the planting of the proposed street trees will sufficiently break-up the wind flow, reducing wind speeds to safer and comfortable levels for both pedestrians and cyclists.

- 6.96 The proposed development is therefore considered to be fully compliant with Policy EN2 of the Core Strategy, as well as the NPPF.

8. Noise

- 6.97 A Noise and Vibration Assessment has been prepared by Apex Acoustics and is contained within the Environmental Statement submitted with this application. Apex have assessed the baseline noise environment, considered the impact from construction activities, operational noise from the proposed development, and the suitability of the site for the proposed use. Apex consulted with the Environmental Health Officer at the LPA to agree the methodology and incorporated their concerns and comments into the assessment.
- 6.98 The impact of vibration from the railway line to the north-east of the site was not assessed as it is located more than 100m from the boundary of the site and separated by the River Medlock, which greatly reduces the vibration.
- 6.99 Apex conclude that a Construction Environmental Management Plan (CEMP) will ensure that all reasonable steps are taken to minimise and mitigate adverse effects from construction activities and associated traffic, such that the noise impact will not be significant. The effects of vibration from construction activities can be mitigated by separation distances or by undertaking the work in line with best practice and at an agreed time with the affected nearby residents.
- 6.100 Details of building plant are not available at this stage, but it is anticipated likely that the noise from plant will be capable of being controlled to at least 5dB below the typical background noise levels. On this basis, Apex conclude that the impact is low and the effects minor.
- 6.101 With regards to the amenity for future residents, Apex conclude that noise levels will comply with the LPA's requirements. Apex advise on suitable mechanical ventilation strategies, and depending on the type chosen, trickle vents may or may not be required.
- 6.102 As such, and subject to the implementation of the recommended mitigation measures, the proposed development is in accordance with Policy DM1 of the Core Strategy and Policy DC26 of the UDP.

9. Ecology

- 6.103 A Preliminary Ecological Appraisal (PEA) has been prepared by Wardell Armstrong and accompanies this application. The report assesses the potential impact of the development on local ecology and nature conservation.
- 6.104 A desk study and extended Phase 1 habitat survey were undertaken in August 2020. The PEA identified that there were no designated sites within the site boundary and the three SBIs in close proximity would not be impacted due to the lack of ecological connectivity and distance from the site.
- 6.105 The PEA identified that whilst the site does not contain suitable habitat for nesting birds, vegetation removal should be timed to be cleared between September and February, or surveyed immediately prior to removal by an experienced ecologist.
- 6.106 A wall on the north-eastern boundary of the site was found to have low potential for roosting bats and

so a dusk bat survey was undertaken in August 2020 by two bat surveyors. No bats were recorded emerging from the roosting features on the boundary wall or from the cable opening during the dusk emergence survey. Low levels of common pipistrelle activity were recorded.

- 6.107 As no roosts were identified, the bat survey concludes that the proposed development is unlikely to result in any impacts to bats and no mitigation is required.
- 6.108 A recommendation is made for the inclusion of integral bat boxes on the new building to enhance roosting opportunities for bats.
- 6.109 On-site ecological enhancements are proposed through the green roof and the roof-top amenity space planting, whilst 7 no. trees are proposed to be planted on the adjacent streets along the Bridgewater Viaduct and Deansgate providing off-site ecological benefits. The street trees will be selected to ensure they can withstand the necessary wind speeds, with canopy heights above 2.4m to maintain highways sight lines and access to the pedestrian footways.
- 6.110 It is therefore considered that, subject to the implementation of the report's recommendations, the proposed development is in accordance with Policies EN15 and DM1 of the Core Strategy.

10. Energy and Sustainability

- 6.111 An Energy Strategy report, prepared by Ridge, and a BREEAM Pre-Assessment Report, prepared by Impact Sustainability, are submitted alongside this planning application.
- 6.112 The Energy Strategy report explores different ways in which the energy demands of the proposed scheme could be minimised, the efficiency maximised, and finally met through renewable and low carbon technologies.
- 6.113 The building has been designed to maximise passive measures to reduce the energy requirement, including an appropriate glass to wall ratio; U values that exceed the minimum Building Regulation Standards; air leakage rates that exceed the minimum Building Regulations; and glass specification that limits the amount of unwanted solar gain to avoid overheating.
- 6.114 The energy efficiency measures include:
- Heat recovery on the ventilation systems (MVHR);
 - Low specific fan power ratings to ventilation fans;
 - Lighting control systems, such as PIR detection in corridors and en-suite bathrooms;
 - High efficiency LED lighting throughout; and
 - Direct electric heating with local control and occupancy sensing and set point temperature.
- 6.115 Finally, the exploration of renewable and low carbon technologies concluded that the most appropriate solution for the building comprises a combination of solar PV cells and air source heat pumps (ASHP) to generate hot water.
- 6.116 Overall, the proposed energy strategy will deliver a 9.5% betterment on the Part L2A baseline calculation.
- 6.117 Policy H12 and EN5 require the potential of De-Centralised/ District Heating Networks to be explored. The report considers the opportunity to connect to the Manchester Civic Quarter Heat Network but concludes that it is too remote from the site for it to be economical to connect into, and this option is therefore discounted.
- 6.118 Fusion are targeting a BREEAM 'Excellent' rating to maximise the sustainability credentials of the scheme. The BREEAM pre-assessment report calculates that the scheme is capable of achieving a

76.8% score, demonstrating that the 'Excellent' rating is capable of being achieved and exceeding the planning policy requirement of 'Very Good'.

- 6.119 The reports demonstrate that the proposed development has maximised opportunities to be energy efficient and to meet its energy demands through renewable and low carbon methods. It is also capable of achieving BREEAM 'Excellent'. The proposed scheme is therefore fully compliant with Policies EN4, EN5, EN6 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

11. Socio-Economic Impact

- 6.120 Assessment of the socio-economic effects has been prepared by Cushman & Wakefield and is contained within the Environmental Statement submitted alongside this application. It considers the potential effects on the local economy, population and services during the construction and operational phases of the proposed development.
- 6.121 The socio-economic assessment identifies that the construction phase will generate 78 FTE gross jobs over the 2.5 year build programme, an uplift of 1% from the baseline. An estimated £2 million GVA per annum will be generated during the construction, in addition to the private sector investment to the value of £35million.
- 6.122 During operation, the proposed development is anticipated to provide 20 FTE gross jobs, at a range of levels. Additional temporary jobs will also be created in association with student arrival and departure days.
- 6.123 Indirect employment effects will be generated through the uptake of jobs by the new student residents. Based on the baseline evidence, it is anticipated that 36% (192) will hold a part-time (10.7hours per month) during term-time, equating to 13.6 FTE jobs.
- 6.124 The jobs created and sustained through the operation phase will generate £0.53 million GVA at the City scale and £0.7million at the Greater Manchester level, with the benefit persisting year on year of operation.
- 6.125 The proposed development will provide 534 student beds. The Evidence of Student Need report which accompanies this planning application sets out that the current development pipeline is not sufficient to meet the forecast increase in demand and as a result, by 2029-30 c. 4,500 students will be required to rent privately. The socio-economic assessment identifies that this will create further pressure on the housing market, reducing Council Tax revenue and negatively impacting the student experience.
- 6.126 Furthermore, the development of 534 beds in a high quality and well-managed PBSA scheme will reduce pressure on residential dwellings currently let to students elsewhere in the City, "therefore, increasing the supply of good quality homes for sale and rent" as recognised by Manchester City Council in December 2020⁴.
- 6.127 The scheme will support Manchester's ability to attract and retain its student population, providing the necessary supporting infrastructure for students to have the best chance of excelling during their studies. The scheme will provide easy of access to local universities and a safe, high quality and well managed environment in which to reside and study. The assessment concludes that the scheme will increase accommodation choices for students and enhance the reputation and attractiveness of Manchester as a higher education destination, retaining its international competitiveness.
- 6.128 The student residents will generate additional local expenditure in the order of £4.2 million per annum.

⁴ Report to Executive – 9 December 2020 – Purpose Built Student Accommodation in Manchester

Furthermore, students will receive visits from friends and family, generating additional expenditure of c. £27-69,000 which can be attributed to the scheme.

- 6.129 The impact to local healthcare services has been assessed and it is concluded that the additional demand can be absorbed by capacity at the existing healthcare facilities and no mitigation is required.
- 6.130 The proposed development will generate positive socio-economic benefits with regards to perceptions, feelings of safety and fear of crime, which is reiterated in the Crime Impact Statement.
- 6.131 The report concludes that the proposed development will not generate any significant adverse socio-economic effects and instead will result in numerous moderate beneficial effects at the local and sub-regional levels. It is therefore considered to be fully compliant with Policies CC1, CC6, CC10 and H12 of the Core Strategy, the NPPF, emerging GMSF and the Great Jackson Street SRF.

12. Flood Risk and Drainage

- 6.132 The site is located within Flood Zone 1 where land and buildings have a low probability of flooding from rivers or sea. The site is located within the Conurbation Critical Drainage Area. The site extends to 0.06 hectares.
- 6.133 The Flood Risk Assessment and Drainage Strategy prepared by Shear concludes that the site is at very low risk of flooding from rivers or the sea, and will not be affected by groundwater flooding or local sewer network flooding.
- 6.134 The report sets out the proposed surface water drainage. Previously consented schemes at the site were permitted to have a surface water discharge to the combined sewer in Deansgate, with a discharge rate set at 50% of the brownfield runoff rate. Shear identify that, with regards to drainage, the site should be considered as greenfield because the site was cleared of buildings more than 12 months ago and it does not have an operational drainage system. As such, a restricted discharge rate of 2.0L/s is appropriate, which United Utilities have agreed to. This represents an 82% betterment to previously consented schemes at the site and a 92% reduction on the historical brownfield discharge rate.
- 6.135 A pre-development enquiry was submitted to United Utilities, with correspondence also taking place with the Environment Agency and the Highway Authority. These discussions concluded that in accordance with the drainage hierarchy, discharge to the combined sewer was the appropriate option, in keeping with the solution for previously consented schemes at the site. The proposed green roof and blue roof detention cells will provide interception and attenuation, before collecting into a detention tank and discharging to the combined sewer.
- 6.136 The Flood Risk Assessment and Drainage Strategy demonstrates that, subject to the recommended mitigation measures being implemented, there will be no adverse effects as a consequence of the proposed development. Pre-application discussions with United Utilities have confirmed that surface water drainage will be allowed to discharge to the public combined sewer network.
- 6.137 United Utilities have provided written confirmation that the anticipated foul drainage flows can be discharged to the sewer system.
- 6.138 The proposed development is thus considered to be in compliance with Policy EN14 of the Core Strategy.

13. Ground Conditions

- 6.139 A Phase 1 Preliminary Risk Assessment Report has been prepared by WSP and is submitted in support of this application.

- 6.140 The report concludes that the site was located in an area of extensive industrial land use during the 19th and 20th centuries, with the site having last been in use as a petrol filling station. WSP advise that Made Ground of significant thickness is likely present on the site and the site's history means that there is potential for substances of concern to be present within the underlying soils and groundwater.
- 6.141 They conclude that the likelihood of the site being classified as statutory contaminated land is moderate/low and that a Phase 2 intrusive ground investigation should be undertaken prior to any works commencing.
- 6.142 A Factual Report on Ground Investigation has also been prepared by Structural Soils Ltd. Whilst this was prepared in February 2017 to support a historic scheme at the site, a letter of reliance has been obtained which confirms there have not been any changes which would alter the findings of the report.
- 6.143 The report investigated the ground conditions and provided information for preliminary contamination assessment purposes. The work included intrusive investigations and laboratory testing. The applicant's project team have taken the findings of this report into account in designing the proposed development and in their confidence that the proposed scheme can be delivered.
- 6.144 As such, subject to a remediation strategy being prepared and approved (via a suitably worded planning condition), the development is considered to be in compliance with Policy EN18 of the Core Strategy.

14. Servicing and Waste Management

- 6.145 A Servicing and Waste Strategy is contained within the Design and Access Statement (page 96), and has been prepared in accordance with the Council's guidance (GD04-v6 Guidance and Buildings Regulations Part H).
- 6.146 The refuse store will be located at the lower ground level, and has been designed to accommodate the required number bins (20 no. 1100l bins and 7 no. 240l bins, collected twice per week) for the proposed number of residents.
- 6.147 Refuse areas will have notices/signage to provide guidance on recycling procedures, and residents will be briefed on waste managements and recycling at their induction. Refuse and recycling will be collected from the residential accommodation areas by the building management team, before being taken to the refuse store.
- 6.148 Servicing and refuse collections will be made from the south of the building, with bins taken out via the lower ground access point. Refuse vehicles will use the existing lay-by on Deansgate South adjacent to the building, with bins moved out in a phased manner, ensuring that an unobstructed thoroughfare is maintained along the pedestrian footpath. It is anticipated that 2 refuse collections will be required per week as per the calculation contained in the Design and Access Statement.
- 6.149 It is thus considered that the proposed development is in accordance with Policies EN19 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

15. Archaeology

- 6.150 An Archaeological Desk Based Assessment has been prepared by Oxford Archaeology North. Whilst this was prepared in October 2015 to support a historic planning application at the site, a letter of reliance has been obtained which confirms there have not been any changes which would alter the findings of the report.
- 6.151 The report identifies that as the site was cleared of buildings in the 1950s and redeveloped as a garage, which included underground petrol tanks, any buried remains across much of the site will

have been destroyed at that time. It concludes that this severely reduces the potential for archaeological deposits to survive in situ, such that the conclusion is there is low potential.

- 6.152 The proposed development is therefore considered compliant with Policies EN1 and EN3 of the Core Strategy and DC20 of the UDP.

16. Crime

- 6.153 A Crime Impact Statement (CIS) has been prepared by Greater Manchester Police: Design for Security and is submitted with this planning application.

- 6.154 The report assesses the proposal in terms of crime prevention and safety and recognises that the proposed development will provide a number of benefits including:

- The proposed development will bring vitality to a site which has remained disused for a number of years.
- The scheme will present an active frontage to the public realm around the site, improving natural surveillance and animating the street scene.
- The footprint facing onto the public realm is relatively simple and free from deeply recessed concealed areas.
- The proposed student amenity areas will foster community relations within the residents, creating a building community less likely to tolerate inappropriate behaviour and more willing to challenge unfamiliar faces.
- The main entrance is accessed via an electronic access control fob system, with the lobby space controlled via a concierge.
- Security measures can be incorporated at the design and construction stage, avoiding the need for visually obtrusive measures that can increase the fear of crime.

- 6.155 The report makes a number of recommendations to be considered to improve the development from a security perspective. The applicant will continue to work through these matters with officers from Design for Security during the detailed design stage. The issues raised are discussed below, alongside a response from the applicant and the design team, which has been discussed and agreed with Design for Security:

- Access into the building should be controlled by a video entry phone system.

Response: Noted and agreed. Access would be managed by a secure access control system, with residents provided with a unique electronic fob that grants and records access. All access points to the building would be closely monitored by 24hr CCTV. Visitor access would be controlled by the main reception which would be positioned with direct sight lines to the main entrance doors. Students would be advised of visitors received and asked to come down to reception to meet their visitors. A video link can be provided between the entrance doors and reception.

- Arrangements should be made for the delivery of post that do not allow delivery staff access to internal areas of the building beyond the reception space. Consideration should also be given to an appropriately sized post room given the increase in online ordering.

Response: Noted and agree. Postal deliveries will be managed in accordance with Secured by Design principles. All post and deliveries will be collected at the main reception and stored in a secure room accessed by staff and agreed operatives only.

- External cladding materials at ground floor level should be sealed and protected to prevent/support the removal of any graffiti.

Response: Noted and agree. Cladding at all levels will be sealed and protected to protect against tampering and deliberate damage. Cladding at lower levels will also be treated with a clear anti-graffiti coating that is easy to clean and maintain.

- 6.156 It is therefore considered that the proposed development is compliant with Policy DM1 of the Core Strategy.

17. Air Quality

- 6.157 The impacts of the proposed development with regards to Air Quality has been assessed by Ensafé, and is contained within the Environmental Statement. The assessment considers the impact of the development on air quality to nearby sensitive receptors during both the construction and operational phases, as well as whether an acceptable air quality can be achieved for the future residents of the development. The site is located within an Air Quality Management Area and the assessment has been prepared with regard to the requirements of the LPA's Environmental Health department.
- 6.158 The report identified that subject to mitigation measures, the effect from all dust generation activities is predicted to be negligible.
- 6.159 As the scheme is a car-free development, Ensafé conclude that the air quality impacts associated with operational phase road vehicle exhaust emissions will be negligible.
- 6.160 Ensafé identify that background NO₂ and PM₁₀ levels are likely to be lower at elevated heights due to the distance from emissions sources. The predicted concentrations at heights above the mezzanine level are considered to fall below the AQO with regards to future exposure. It is significant to note that residential accommodation is only proposed above this level.
- 6.161 The detailed modelling has therefore led Ensafé to conclude that annual mean NO₂ and PM levels are not a constraint to development.
- 6.162 The report concludes that there are no grounds of air quality on which this planning application could be refused, and as such, it is considered that the proposed development complies with Policies EN16, CC5 and DM1 of the Core Strategy.

18. Television and Radio Reception

- 6.163 A Television and Radio Reception Impact Assessment has been undertaken by GTech Surveys Limited and is submitted in support of this application.
- 6.164 The report considers the baseline signal survey and the impact on reception as a consequence of the proposed development.
- 6.165 The report identifies that the proposed development will not result in the interference of radio, digital terrestrial television or digital satellite television services. The survey therefore concludes that the proposed development is unlikely to cause any interference to the reception of television or radio broadcast platform and no mitigation measures are required.
- 6.166 The development is therefore considered to be in accordance with Policy EN2 of the Core Strategy and paragraph 114 of the NPPF.

19. Broadband Connectivity

- 6.167 A Broadband Connectivity Assessment has been undertaken by GTech Surveys Limited and is submitted in support of this application.

- 6.168 The report considers the current availability of broadband services and concludes that existing infrastructure and good connectivity is already available, with existing fibre installed along adjacent streets. Excellent download speeds are available and a full fibre connection will be achievable.
- 6.169 The proposed development is thus considered compliant with paragraph 112 of the NPPF.

7.0 Conclusion

- 7.1 This Planning Statement has been prepared by Cushman & Wakefield on behalf of Fusion in support of a full planning application for a 28-storey purpose built student accommodation building (Sui Generis) at the site.
- 7.2 This statement has considered the site and surroundings, the details of the proposed development, and assessed the proposals against the relevant planning policy.
- 7.3 In accordance with best practice, the submitted proposals have been informed by pre-application discussions with officers at MCC, Places Matter, Ward Councillors, universities and local residents and businesses. Please refer to the accompanying Statement of Community Involvement for further details.
- 7.4 The site comprises brownfield land and is located within the Great Jackson Street area of Manchester, with a broad range of retail, community, leisure and public transport opportunities in easy and convenient walking distance of the application site. University campuses can be reached within a 15-20 minute walk, 5-7 minute cycle ride or 10-15 minutes via public transport and the site is therefore considered to be in a suitable location for a PBSA scheme.
- 7.5 The high quality scheme will provide a range of social, economic and environmental benefits which can be summarised as follows:

Social:

- The scheme will contribute towards meeting the aspirations of a range of the Council's regeneration and growth strategies in supporting the development of the city's Universities and encouraging graduates to remain in the city to live and work.
- A range of unit sizes and types are proposed to create a diverse and mixed student resident population.
- Manchester is one of the most expensive cities in the UK for PBSA, and a more diverse pipeline of new PBSA will help stabilise rental growth and meet the needs of students at an affordable price. In addition, 100 beds (18.4%) will be provided at a genuinely affordable rent.
- The development of a PBSA scheme, providing a primary residence for its residents, supports the aspirations of the Great Jackson Street SRF to create a sustainable and mixed, residential-led neighbourhood in the area.
- The site is currently under-utilised, with potential for anti-social behaviour problems. As such, the proposed development will not only remove the opportunity for any problems at the site, but also enhance the local area through improved natural surveillance, animating the street scene and increasing activity during the day and night.
- The proposed student amenity areas will foster community relations within the residents, creating a building community less likely to tolerate inappropriate behaviour and more willing to challenge unfamiliar faces.
- Security measures can be incorporated at the design and construction stage, avoiding the need for visually obtrusive measures that can increase the fear of crime.
- The scheme includes off-site public realm enhancements comprising street tree planting offering benefits to the local neighbourhood and resident community.
- Local apprenticeship, training and supply chain opportunities will be created throughout the

construction and operational stages of the development.

Economic:

- 78 FTE gross jobs per annum during the construction period (2.5 years), based on a private sector investment to the value of £35million.
- An estimated additional £2million GVA per annum during the construction period.
- 20 FTE gross jobs during each year of the scheme's operation.
- Additional temporary employment will be created during student arrival and departure periods, whilst the student residents will create an update of jobs equating to approximately 13.6 FTE jobs.
- An estimated additional £0.53million GVA at the City scale and £0.7million at the Greater Manchester level during operation.
- A local expenditure from residents equating to an additional £4.2million GVA per annum.
- A more diverse pipeline of new PBSA will help stabilise PBSA rental growth in Manchester and meet the needs of students at an affordable price.

Environmental:

- The site comprises a brownfield development in a sustainable location. The scheme is proposed as a car-free scheme and this will be strictly enforced through residents' leases. The site is extremely well-located for access to a range of public transport opportunities within easy walking distance of the site, thus mitigating the lack of on-site parking.
- The design of the proposed development has had sensitive consideration to the site's location close to the Castlefield Conservation Area and nearby Listed Buildings. The material palette has been carefully selected to reflect the historic characteristics of the local area.
- The site is not at risk of flooding and will not lead to an increase in the risk of flooding elsewhere. The proposed drainage strategy is in accordance with the drainage hierarchy and will deliver a 92% reduction on the historical brownfield discharge rate.
- The scheme includes rooftop solar PV and air source heat pumps to reduce the energy demands and minimise the environmental impact of the operational scheme.
- A green roof and blue roof detention cells are proposed to provide on-site attenuation of rainwater.
- The site is not subject to, nor closely located to, any sensitive ecological designations. The roof-top amenity space and green roof provide significant opportunities for on-site planting and ecological enhancements, whilst 7 no. trees are proposed to be planted on the adjacent streets along the Bridgewater Viaduct and Deansgate providing off-site ecological benefits.
- Bat boxes will be integrated to the new building to provide roosting opportunities for bats.

7.6 This statement has provided a full, robust and compelling justification of the exceptional circumstances that are considered to enable the proposed development to be supported by planning policy. The justification sets out the significant need for new high quality student accommodation in Manchester, and how the development of the site, including for PBSA, will assist towards numerous regeneration objectives aspired to by the Council.

- 7.7 Delivery of new PBSA is critical to the success of Manchester in supporting its world class universities and improving the student experience so that graduates are retained to live and work in the city. New PBSA will increase choice, reduce the reliance on poor quality HMOs, return traditional family housing and the city centre private rented sector to the open market, reduce rental inflation, and better meet the pastoral and welfare needs of modern students.
- 7.8 Fusion are committed to provide access to their accommodation for a diverse community of students and so will provide at least 100 beds (18.4%) at a genuinely affordable rent.
- 7.9 The principle of the proposed development is thus considered acceptable and compliant with policies contained in the Core Strategy, NPPF and other key material considerations.
- 7.10 A full range of robust technical reports have been submitted alongside this application, some contained within the Environmental Statement. These reports, as summarised in Chapter 6 of this report, demonstrate how the proposed development has considered and responded to the site's constraints, its surroundings and any potential environmental impacts. The Environmental Statement concludes that the only potential significant residual effects relate to townscape and visual impact, but these include significant beneficial impacts to local streetscapes and from identified viewpoints against only one instance of significant adverse residual visual effect.
- 7.11 We therefore conclude that the proposed development is wholly acceptable in principle and will not lead to any significant adverse impacts that would outweigh the benefits of the scheme. The exceptional design quality of the proposed development is supported by Places Matter as well as a range of other statutory consultees and members of the public.
- 7.12 As a result, we therefore conclude that the proposed development:
- Is compliant with planning policy at a national and local level;
 - Will deliver significant social, economic and environmental benefits;
 - Will not result in any significant unacceptable, insurmountable adverse impacts; and
 - Therefore, comprises sustainable development.
- 7.13 It is thus considered that there are no policy grounds or material considerations which should prevent planning permission from being granted for the proposed development. The proposed development comprises sustainable development and positively accords with the development plan and this planning application should be approved without delay in accordance with paragraph 11 of the NPPF.

Appendix 1 – EIA Scoping Report

Appendix 2 – EIA Scoping Opinion

Appendix 3 – List of Submitted Drawings

Drawing Title	Drawing No.
Existing - Site Location Plan	20269-0200 P-00
Existing - Site Plan	20269-0201 P-00
Existing - Plan - Ground Floor	20269-0210 P-00
Existing - Elevations - North, South, East and West	20269-0250 P-00
Proposed - Site Location Plan	20269-0300 P-01
Proposed - Block Plan	20269-0301 P-01
Proposed - Plan - Lower Ground	20269-0310 P-01
Proposed - Plan - Ground	20269-0311 P-01
Proposed - Plan - Mezzanine	20269-0312 P-01
Proposed - Plan - Typical 01-21st Floors	20269-0313 P-01
Proposed - Plan - 10th Floor	20269-0315 P-01
Proposed - Plan - 22nd Floor	20269-0316 P-01
Proposed - Plan - 23rd Floor	20269-0317 P-01
Proposed - Plan - 24th Floor	20269-0318 P-01
Proposed - Plan - 25th Floor	20269-0319 P-01
Proposed - Plan - 26th Floor	20269-0320 P-01
Proposed - Plan - 27th Floor	20269-0321 P-01
Proposed - Plan - Roof	20269-0322 P-01
Proposed - Room Types	20269-0325 P-02
Proposed - Section - A-A	20269-0340 P-00
Proposed - Section - B-B	20269-0341 P-00
Proposed - Section - C-C	20269-0342 P-01
Proposed - Elevations - North and South	20269-0350 P-01
Proposed - Elevations - East and West	20269-0351 P-01
Proposed - Streetscene Elevation - North	20269-0355 P-01
Proposed - Streetscene Elevation - South	20269-0356 P-00
Proposed - Elevation and Sections Study - Typical Ground and Mezzanine	20269-0360 P-00
Proposed - Elevation and Sections Study - Typical Level	20269-0361 P-00
Proposed - Elevation and Sections Study - Level Twenty Sixth External Terraces	20269-0362 P-00
Proposed - Elevation and Sections Study - East Elevation	20269-0363 P-01
Student Accommodation Schedule	20269-8001-07
Tree Strategy	LP2242-FIR-00-ZZ-DR-L-0003_P02
Boundary Treatments	LP2242-FIR-00-ZZ-DR-L-0002_P02
Landscape Masterplan	LP2242-FIR-00-ZZ-DR-L-0001_P02

Appendix 4 – Beech Holdings Letter



Fusion Students
1st Floor Unit 506
Centennial Park
Elstree
Hertfordshire
WD6 3FG

Beech Holdings
60 Oxford Street
Manchester
M1 5EE

09.02.2021

Dear Warren,

RE: Land At Chester Road (A56), Bridgewater Viaduct, Manchester, M3 4LB

We have been asked to provide a development viability synopsis for the site known as 'Deansgate South' (more formally as 'Land At Chester Road (A56), Bridgewater Viaduct, Manchester M3 4LB) in order to provide a narrative as to the reasons why the scheme could not be delivered as per the operative planning permission (115591/FO/2017).

For completeness, the extant planning application 115591/FO/2017 description is as follows: Erection of a 13-storey building comprising 53 residential apartments (Use Class C3a) together with ground floor commercial unit (135sqm) (Use Classes A1 / A2 / A3 / A4 / B1a or D1), landscaping, loading bay and pedestrian access.

The aforementioned extant permission is due to expire 1st May 2021, Beech Holdings (BH), had the intention to build out the 53 unit scheme, however despite minimal developer contributions the scheme was unviable and ultimately the only method by which a viable scheme could be brought to fruition is by achieving further height and a corresponding increase in unit number.

We found it difficult to extract any further value, our lenders wanted to see a higher IRR on this scheme in order to commit, and we were brought back to our 'base case' by our lender at the time, rather than the proven BTR model we now work with.



In terms of construction, as you can see from the planning history of the site, to enhance the viability and reflect the fact sub 1% of our tenants have the use of a car, we submitted an application in order to omit the basement parking element, which is something that would only be viable at a greater height and corresponding unit numbers.

We did have some 'scope' to increase rental income somewhat based on our model and increase the profit marginally, however it was deemed a risk to commit that level of capital by our lender and alternative methods and options were sought.

Furthermore, in 2019 initial consultations were sought with the council regarding an increase in massing and unit number, from 53 units and 13 storeys to 84 units and 16 storeys. Some corresponding preliminary feasibility studies were explored but due to the apartments being bound by 'London Standards' the profitability remained stagnant on a % 'pro rata' basis and therefore equally not profitable.

Additionally, there has been a rapid and sustained increase in development within the market for this type of PRS product, resulting in lenders increasingly being wary of the potential implications of oversupply and corresponding saturation of this asset class. The immediate response being fierce competition within the lettings market and overly cautious lenders.

I trust this assists in outlining our prior position regarding the scheme and goes some way in explaining matters.

Best Wishes,

A handwritten signature in black ink, appearing to read 'S Beech'.

Stephen Beech

CEO Beech Holdings.

Appendix 5 – Places Matter Design Review Report

PlacesMatter

Design Review Report Deansgate South

19 September 2020

Deansgate South, Manchester

Reference: PM_2020_045

Report of the Design Review Panel

Date of Review:	16 September 2020
Location:	Remote Design Review
Site Visit:	The site visit was undertaken by 3D digital maps and 'street view'.
Design Leads:	Corstorphine & Wright for Fusion Students

Findings

Thank you for bringing this scheme to Places Matter Remote Design Review and for the very clear presentation of your scheme. Due to the Coronavirus situation, this review was undertaken in 'remote' format via MS Teams.

The Panel is supportive of the proposed height and feels that this could be higher if required.

You should take greater inspiration from a true 'flat iron' form and express this still further.

There is a need to consider additional breakout and external spaces at lower levels and between the ground floor and the pavement. You should also map nearby spaces and safe routes to these.

The materiality is supported and you were urged to be as sculptural as possible.

Background

The site is located at the junction of Deansgate (South), Chester Road and the Bridgewater Viaduct (A56), in Manchester City Centre. It lies within the Great Jackson Street SRF area, overlooking the Castlefield Conservation Area to the North.

The proposal seeks to create a 27-storey student living tower with some 513 beds, to include ground floor amenity spaces and three rooftop terraces. The scheme is seeking to celebrate the location and form of the site; maximise the amenity of the roofscapes; and, embrace the industrial heritage of the area.

Design Review

The Panel thanked you for a very clear presentation of your proposals. You have made a convincing case, through your urban design analysis, to increase the height of the proposition from the extant planning consent and the Panel was of the view that should you wish to go higher, then this could also be supported.

You have outlined three conceptual 'big ideas' and sought to respond to all of these in your proposals. The Panel welcomed seeing this proposal at an early stage and noted that not every building needs to be a "gateway" or "marker". The City has already pushed at a higher level out beyond this point and so the more relevant issues here are the long vista up Chester Road and the connectivity / stitching together of the urban grain.

There is talk of "folded metal", in your presentation yet the form seems to show sheets with connecting glazing. This was felt to be a "ready-made" site for a true Flat Iron proposition and so you were asked to simplify things a little and seek to create an urban landmark, that is quieter and more unified in its elevations. You have cited Broadcasting Place, Leeds as a precedent and this was felt to be relevant in guiding you to make a few key statements of clarity in your strategy. You were urged to take half a step back before you move forward again.

In terms of the way in which the building hits the ground, you have placed great emphasis on the corners, but the Panel felt that in terms of functionality and the direction of main entry, that this was missing engagement from the City side, so may be focusing on the wrong direction. There is also a need for greater dialogue

and placemaking at the interface between the glass façade and pavements, as well as a more human scale and urban landscape at the points of entrance. This should not be a gated community; it needs to connect with other city users to encourage integration.

There is also a sense that above the double height ground floor with mezzanine, the kitchens on the South West corner are presenting your least spectacular rooms to the main arterial route in to the City. You were asked to look at One Park West, Liverpool by César Pelli, in considering how you might address this issue. You were also asked to consider whether in forming the building around your three axes (shown for example on slide 36) whether you might not allow for open ended corridors with natural light and ventilation.

The elevational treatments to all sides of the building are largely the same and you were asked to consider the potential impact of solar overheating on the Deansgate (South) side. The materiality was supported by the Panel and you were asked to focus on the sculptural quality of the materials, in the fretting and even the manner in which the metallic colour might drip off the building. Returning to your Broadcasting Place precedent, the Panel expressed a view that the grey elements of that building have not aged well.

The Panel asked you to consider fully whether the 500+ people in this building would really have enough external spaces. There was full support for your three roof terraces in principle, but these are not large spaces. You need to consider how you might also engage externally at a lower level – ground floor or mezzanine – and do a wider analysis to nearby spaces and the desire lines and safe routes to access those.

Don't just confine your 'story' to the building itself and consider land and pavements not in your ownership and how this might contribute to life in the building. This should include consideration of cycle routes and networks, as well as their storage.

You may have limited options in terms of how you can enhance ecological value on your roof terraces, but you should consider bird nesting and insect hibernation. You also need to be clear as to whether your green areas can be real grass or whether the level of likely usage would necessitate something more robust.

There will be structural limits on the scale of any larger planting you can do on

the building itself, so be clear about these and don't just focus on evergreens, as grasses might also offer year-round colour and variety.

Post Grenfell you were asked to consider whether your single means of escape and fire strategy are sufficient. You might also consider a more mixed community in the building, by perhaps introducing some none-student accommodation at the lower levels perhaps.

This has the potential to be a very good scheme, and you know that the last mile is always the hardest mile. We are clear though that you have the ability to ensure that you don't paint a vulgar picture with the end result.

The Panel thanked you for bringing this scheme to Places Matter Design Review and for your constructive response to participating in the 'remote' format. We have the option for Desk Review once you have refined your proposition and the discussions with the Planning Authority are concluded on this current proposal.

PlacesMatter

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@PlacesMatter_1

Appendix 6 – Detailed Planning Policy Consideration

Core Strategy	
Policy SP1 (Spatial Principles) provides the key spatial principles to guide the strategic development of the City. The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. All development within regeneration areas should have regard to the character, issues and strategy for that area, as described within the Strategic Regeneration Frameworks. New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of public transport. Development in all parts of the City should make a positive contribution to neighbourhoods of choice, reuse previously developed land, minimise emissions, provide good access to sustainable transport and improve access to jobs, services, education and open space.	The development will provide 534 student bed spaces in a high-quality and well-managed scheme within the City and Regional Centre. The scheme has had consideration to the character, issues and strategy for the area as outlined in the Great Jackson Street SRF. The development is in a highly accessible city centre location and will encourage walking, cycling and use of public transport. The development will contribute positively to regenerating this area of the city. The site comprises previously developed land and will deliver significant social, economic and environmental benefits.
Policy CC5 (Transport) states that development should include adequate parking provision for cars and bicycles.	The development includes 92 cycle parking spaces. No car parking is proposed which is reflective of the very low car ownership by PBSA residents and the highly sustainable location of the site. This planning application is accompanied by a Transport Statement and Framework Travel Plan, demonstrating that the proposed development is considered acceptable.
Policy CC6 (City Centre High Density Development) states that City Centre development will generally be high density and 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.	The proposed development is high density and maximises the efficiency of the site. The high density, alongside the proposed scale, massing and height are considered appropriate with regards to the City Centre location, and supported by Places Matter.

Policy CC8 (Change and Renewal) states that the approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Within areas identified for large-scale redevelopment proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.	The proposed development offers a viable and deliverable alternative residential land use at an important city centre location that positively accords with the land use and design principles set out within the Great Jackson Street SRF, which seeks to create a residential led mixed use neighbourhood. The development will make a significant contribution to improving the city centre, revitalising a derelict and visually prominent site helping to create a welcoming gateway into the city.
Policy CC9 (Design and Heritage) states that the design of new buildings will need to be of the highest standard in terms of appearance and function. Particular attention should be given to the City Centre context and character. Development in the City Centre should preserve or enhance identified heritage assets, including listed buildings and conservation areas. Policy CC9 goes on to state that the Council will support high density development in the City Centre, but development should recognise the specific design challenges that must be overcome to ensure a complementary function and form.	The Design and Access Statement prepared in support of this application sets out the key design principles which have informed the proposed scheme and have ensured that the proposed development is of a high design quality and visually attractive at this key gateway location into the city. The proposed materiality has been directly informed by the local character and history, and reflects the identity of the local surroundings. The supporting heritage assessment within the Environmental Statement concludes that the proposed development has been carefully designed to take into account its potential effects on townscape and the setting of surrounding heritage assets. Its impact on nearby Listed Buildings and the Castlefield Conservation Area ranges from minor beneficial to minor adverse, with only 1 instance of the latter at the lower end of the scale. The heritage assessment concludes that there is no harm that would not be outweighed by the minor beneficial impacts and wider public benefits.
Policy CC10 (A Place for Everyone) states that development which promotes high standards of accessibility to buildings and across spaces will be supported. The City Centre will be a location which appeals to a wide range of residents and visitors.	The proposed development has employed an inclusive approach to design to ensure it responds to the needs of all users and removes any barriers to full participation. It is adaptable and flexible, capable of easily and conveniently responding to the needs of different people. The design accords with the relevant legislation, with the minimum standards either met or where possible, exceeded. 5% of the bedrooms are designated as

	fully accessible, with all one bed rooms designed to be capable of being easily adapted into a Part M compliant accessible room should an additional requirement arise in the future.
Policy H12 (Purpose Built Student Accommodation) states that provision of new purpose built student accommodation will be supported where the development satisfies the criteria below: 1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area. 2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5. 3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area. 4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents. 5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention. 6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed	A detailed assessment against the requirements of Policy H12 is contained in chapter 6 of this planning statement. As set out there, it is considered clear that the proposed development positively addresses each criteria, with overwhelming evidence of student need and significant regeneration benefits. The proposed development is therefore considered compliant.

development itself or when combined with existing accommodation. 7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value. 8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage. 9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces. 10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.	
Policy T2 (Accessible Areas of Opportunity and Need) states that new development should be located to ensure good access to the City's main economic drivers including the Regional Centre, and be easily accessible by walking, cycling and public transport. Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Proposals should have regard to the need for disabled and cycle parking. All major applications should be accompanied by Traffic Impact Assessments and Travel Plans.	The site is located in a highly accessible location, benefitting from good levels of pedestrian and cycling infrastructure, as well as public transport opportunities. The transport statement concludes that the development would have an imperceptible impact on nearby roads and that the 92 cycle parking spaces would encourage alternatives to the private car. The framework travel plan sets out a range of initiatives that could be implemented to reduce dependency on a private car and encourage sustainable modes of travel.
Policy EN1 (Design Principles and Strategic Character Areas) states that developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. Developments should contribute positively to the experience at street level, and wherever possible, the opportunity should be realised to enhance existing and provide new areas of meaningful open space.	The Design and Access Statement prepared in support of this application sets out the key design principles which have informed the proposed scheme and have ensured that the proposed development is of a high design quality and visually attractive at this key gateway location into the city. The proposed materiality has been directly informed by the local character and history, and reflects the identity of the local surroundings.

Policy EN2 (Tall Buildings) states that proposals for tall buildings will be supported where it can be demonstrated that they are of exceptional design quality, are appropriately located, contribute positively to sustainability and place-making, and will bring significant regeneration benefits.	Consideration of townscape and visual impact is contained within the Environmental Statement submitted with this application. This demonstrates that the proposed building meets the requirements of Policy EN2. The building is well-designed, sustainably located, sensitive to its historic surroundings and is appropriate in scale with respect to the surrounding existing and emerging skyline. Places Matter have supported the proposed height of the building.
Policy EN3 (Heritage) states that development will be encouraged that complements and takes advantage of the distinct historic and heritage features of the City's districts and neighbourhoods. New developments must be designed to preserve and where possible enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.	The supporting heritage assessment within the Environmental Statement concludes that the proposed development has been carefully designed to take into account its potential effects on townscape and the setting of surrounding heritage assets. Its impact on nearby Listed Buildings and the Castlefield Conservation Area ranges from minor beneficial to minor adverse, with only 1 instance of the latter at the lower end of the scale. The heritage assessment concludes that there is no harm that would not be outweighed by the minor beneficial impacts and wider public benefits.
Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) states that all development must follow the principle of the Energy Hierarchy by being designed to reduce the need for energy through design features and energy efficient features, as well as meet residual energy requirements through the use of low or zero carbon generating technologies. Building materials with low embodied carbon should be used in new developments.	The Energy Strategy submitted in support of the proposed developments provides full details as to how the building will meet the sustainability targets required by Policies EN4-6 and EN8.
Policy EN5 (Strategic Areas for low and zero carbon decentralised energy infrastructure) states that the Regional Centre is one of the strategic areas where new development will be expected to take place in the context of proposals for decentralised low and zero carbon energy infrastructure.	The Energy Strategy sets out the initiatives included in the proposed design which will ensure that the development will reduce its energy requirement, maximise energy efficiency and the most appropriate renewable and low carbon technology solution for the building. Solar PV cells are proposed alongside air source heat pumps to generate hot water.
Policy EN6 (Target Framework for CO₂ reductions from low or zero carbon energy supplies) states that applications for residential development of 10 or more units will be expected to meet the targets set out in the policy unless this is shown not to be viable. An	The potential to connect to the Manchester Civic Quarter Heat Network is considered but it is concluded that it is too remote from the site for it to be economical to connect into, and is therefore discounted.

energy statement will be required to be submitted at the outset of any proposed development.	The building will be designed in accordance to achieve BREEAM 'Excellent'.
Policy EN8 (Adaptation to Climate Change) states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function.	
Policy EN14 (Flood Risk) states that development should be directed away from the sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. A Flood Risk Assessment will be required for all development on sites greater than 0.5ha within Critical Drainage Areas. All new development should minimise surface water run-off.	The site is located within Flood Zone 1 where land has a low probability of flooding. It is located within a Critical Drainage Area. The drainage strategy accords with the drainage hierarchy and relevant stakeholders have confirmed acceptance through pre-development enquiries. Blue roof detention cells will be located at roof level to provide interception and attenuation. Overall, the drainage strategy represents an 82% betterment to previously consented schemes at the site and a 92% reduction on the historical brownfield discharge rate.
Policy EN15 (Biodiversity and Geological Conservation) states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. Any impacts on biodiversity will need to be justified against the wider benefits of the proposal.	A Preliminary Ecological Appraisal has been undertaken, following which a dusk bat survey of the north-eastern boundary wall was undertaken. The survey found no evidence of roosting bats and thus concludes that the proposed development will unlikely have any impact to bats, and thus no mitigation is required. A recommendation is made for the inclusion of integral bat boxes on the new building to enhance roosting opportunities for bats. The report confirmed that there are thus no ecological constraints to development. On-site ecological enhancements are proposed through the green roof and the roof-top amenity space planting, whilst 7 no. trees are proposed to be planted on the adjacent streets.
Policy EN16 (Air Quality) states that the Council will seek to improve the air quality within Manchester. 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	The impacts of the proposed development with regards to Air Quality has been assessed by Ensafé, and is contained within the Environmental Statement. The

by the use of the development.	site is located within an Air Quality Management Area. The detailed modelling has therefore led Ensafé to conclude that annual mean NO₂ and PM levels are not a constraint to development. The scheme is a car-free development and thus the air quality impacts associated with operational phase road vehicle exhaust emissions will be negligible. Furthermore, the impact of construction activities on air quality would be negligible.
Policy EN18 (Contaminated Land and Ground Stability) states that the Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.	A Phase 1 report has been prepared which identifies potential areas for risk and advises on actions that should be undertaken prior to works commencing. It concludes that the site has a moderate-low risk of being classified as contaminated. An intrusive site investigations study has been undertaken, the findings of which have been taken into account in designing the proposed scheme and by the applicant in assessing the viability and deliverability of the scheme.
Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy. All developers will need to submit a waste management plan as part of a planning application.	The Design and Access Statement contains details of the Waste Management Strategy for the proposed development. This clearly demonstrates how the proposal will accord with the principles of the waste hierarchy and that sufficient space has been included at basement level for the required number of bins.
Policy DM1 (Development Management) states that all development should have regard to the specific issues including effects on amenity; accessibility; community safety and crime prevention; refuse storage and collection; vehicular access and car parking; impact on the surrounding area in terms of design, scale and appearance; and flood risk.	The Environmental Statement and a number of technical reports have had consideration to amenity issues (Crime Impact Statement); access and car parking (Transport Statement); flood risk (Flood Risk Assessment and Drainage Strategy); accessibility, waste management and impact on the surrounding area (Design and Access Statement). These reports conclude that there will be no significant adverse impacts to

	amenity as a consequence of the proposed development that would not be outweighed by the significant benefits of the scheme.
Remaining saved policies of the Unitary Development Plan	
Policy DC18.1 states that the Council will seek to preserve and enhance the character of conservation areas by carefully considering the following: ▪ The relationship of new structures to neighbouring buildings and spaces; and ▪ Any further guidance on specific areas which has been approved by the Council. The Council will not normally grant outline planning permission for development within conservation areas. Consent to demolish a building within a conservation area will only be granted where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area.	The supporting heritage assessment within the Environmental Statement concludes that the proposed development has been carefully designed to take into account its potential effects on townscape and the setting of surrounding heritage assets. It will have a neutral impact on the character and appearance of the Castlefield Conservation Area and thus respects the setting of the conservation area.
Policy DC19.1 states that the Council will have regard to the general setting of Listed Buildings in determining applications which have an impact on Listed Buildings. The Council will seek to preserve and enhance the settings of listed buildings through ensuring appropriate design for new development in their vicinity.	The supporting heritage assessment within the Environmental Statement concludes that the proposed development has been carefully designed to take into account its potential effects on townscape and the setting of surrounding heritage assets. Its impact on nearby Listed Buildings ranges from minor beneficial to minor adverse, with only 1 instance of the latter at the lower end of the scale. The heritage assessment concludes that there is no harm that would not be outweighed by the minor beneficial impacts and wider public benefits.
Policy DC26.1 states that the Council will seek to reduce the impact of noise on people living in the City through considering the implications of new development being exposed to existing noise sources.	A Noise and Vibration Assessment has been prepared and is contained within the Environmental Statement submitted with this application.
Policy DC26.2 states that new noise-sensitive developments such as housing, will be permitted subject to their not being in locations which would expose them to high noise levels,	The report concludes that subject to implementation of the recommended mitigation measures, a suitable residential amenity can be achieved.

unless the effects can be realistically reduced.	
Policy DC26.4 states that where an existing noise source might result in an adverse impact upon a proposed new development, the applicant will provide an assessment of the likely impact and of the measures to deal satisfactorily with it.	
National Planning Policy Framework	
<u>Achieving Sustainable Development</u> Paragraph 8 sets out the three dimensions of sustainable development as follows: ▪ Economic Benefits ▪ Social Benefits ▪ Environmental Benefits Paragraph 11 introduces the presumption in favour of sustainable development and states that decision makers should approve development proposals which accord with the development plan without delay.	The proposed development will deliver a high quality and well-managed PBSA scheme. The proposed development will deliver a range of economic, social and environmental benefits as set out elsewhere within this Planning Statement, is in accordance with the development plan and it is therefore considered that the proposal comprises sustainable development.
<u>Promoting sustainable transport</u> Paragraph 103 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. Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 111 sets out that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported	The site is located in a highly accessible location, benefitting from good levels of pedestrian and cycling infrastructure, as well as public transport opportunities. The transport statement concludes that the development would have an imperceptible impact on nearby roads and that the 92 cycle parking spaces would encourage alternatives to the private car. The framework travel plan sets out a range of initiatives that could be implemented to reduce dependency on a private car and encourage sustainable modes of travel.

by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.	
<u>Making Effective Use of Land</u> Paragraph 117 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 120 states that planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan: a) prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area. Paragraph 123 states that it is especially important that planning policies and decisions ensure that developments make optimal use of the potential of each site.	The proposed development will provide a high-density and high-quality, building in a sustainable City Centre location within easy and convenient distance of numerous University campus locations. There is no prospect of the site being developed for its extant C3 residential development, and clear and overwhelming evidence of the significant unmet need for new high-quality student accommodation is submitted with this application.
<u>Achieving Well-designed Places</u> The NPPF states that good design is a key aspect of sustainable development and contributing positively to making places better for people (paragraph 124). Paragraph 127 sets out that planning policies and decisions should aim to ensure that developments: ▪ Function well and add to the overall quality of the area; ▪ Are visually attractive;	The Design and Access Statement prepared in support of this application sets out the key design principles which have informed the proposed scheme and have ensured that the proposed development is of a high design quality and visually attractive at this key gateway location into the city. The proposed materiality has been directly informed by the local character and history, and reflects the identity of the local surroundings. Further detail is contained elsewhere in this Planning Statement.

▪ Are sympathetic to local character and history; ▪ Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; ▪ Optimise the potential of the site to accommodate development; ▪ Respond to local character and history, and reflect the identity of local surroundings and materials; and ▪ Create safe and accessible environments.	
<u>Meeting the challenges of climate change, flooding and coastal change</u> Paragraph 150 states that new development should be planned for in ways that: ▪ Ensure the impacts and risks of climate change can be managed through suitable adaptation measures, including through the planning of green infrastructure; and ▪ Can help to reduce greenhouse gas emissions, such as through its location, orientation and design.	An Energy Strategy has been submitted with this application, and demonstrates the ways in which the proposed design of the building has had consideration to sustainability principles, minimising energy consumption and incorporating renewable technologies as far as is possible. A large quantum of green infrastructure is proposed given the site's constrained size, including street tree planting, a green roof and planting at each of the three roof terraces.
Planning Practice Guidance	
<u>Before Submitting an Application</u> PPG states that pre-application engagement by applicants can improve both the efficiency and effectiveness of the planning application system and the quality of planning applications and their likelihood of success. This can be achieved by: ▪ Providing an understanding of the relevant planning policies and other material considerations; ▪ Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development; ▪ Discussing the possible mitigation of a proposed development's impact; and ▪ Identifying the information required to accompany a formal planning application, thus reducing the likelihood of delays at the validation stage.	The proposed development has been the subject of extensive pre-application engagement with a number of stakeholders including Places Matter, local ward councillors, Manchester students and nearby residents. The project team has sought to accommodate stakeholder's comments where possible and work collaboratively to agree key principles for the scheme. The project team has sought to engage with the LPA at the pre-application stage. Only high level comments were received with the LPA later confirming that they would not engage any further at the pre-application stage. A virtual public consultation event was held in November 2020 to provide local ward Councillors, local residents, students and other stakeholders the opportunity to view the proposals and provide feedback. A separate briefing was

Pre-application engagement may include the local planning authority, statutory and non-statutory consultees, elected members and local people.	held with the Deansgate Quay residents' group. The full details of engagement undertaken received is contained within the Statement of Community Involvement submitted alongside this planning application.
<u>Design</u> PPG sets out that good quality design is an integral part of sustainable development, and that good design is about creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to the needs of future generations. Good design should ensure that development can deliver a wide range of planning objectives, enhance the quality of buildings and spaces and sympathetically address the need for different uses. PPG states that local planning authorities should take design into consideration and give great weight of outstanding designs which help to raise the standard of design in the area. PPG sets out key design considerations for housing. Well-designed housing should be functional, attractive and sustainable. Consideration should be given to the servicing of dwellings, such as the storage of bikes and bins. PPG identifies pre-application discussions and Design and Access Statements as methods in achieving good design.	The Design and Access Statement prepared in support of this application sets out the key design principles which have informed the proposed scheme and have ensured that the proposed development is of a high design quality and visually attractive at this key gateway location into the city. Further detail is contained elsewhere in this Planning Statement.
<u>Determining a Planning Application</u> PPG sets out what documents are considered to comprise the statutory development plan, which include Local Plans; 'saved' policies from plans that are otherwise no longer current; and neighbourhood plans. PPG states that a material planning consideration is one which is relevant to making the planning decision. The scope of what can constitute a material consideration is very wide and	As set out within this Planning Statement, consideration has been had to a range of documents including the statutory development plan and material considerations, as well as economic and regeneration strategies which provide an important context for the proposed development.

it is for the decision maker to decide what weight is to be given to each material consideration.	
<u>Travel Plans, Transport Assessments and Statements</u> PPG states that travel plans, transport assessments and statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. Travel Plans are defined as long-term management strategies for integrating proposals for sustainable travel into the planning process. They should be evidence-based and set measures to promote and encourage sustainable travel. PPG states that transport assessments and statements are ways of assessing the potential transport impacts of developments. Transport statements are appropriate where development is anticipated to have limited transport impacts.	The site is located in a highly accessible location, benefitting from good levels of pedestrian and cycling infrastructure, as well as public transport opportunities. The transport statement concludes that the development would have an imperceptible impact on nearby roads and that the 92 cycle parking spaces would encourage alternatives to the private car. The framework travel plan sets out a range of initiatives that could be implemented to reduce dependency on a private car and encourage sustainable modes of travel.

Appendix 7 – Confirmation of MMU Interest

From: Andrew Neal <j.neal@talktalk.net>
Sent: 20 January 2021 15:21
To: David Feeney/GBR <david.feeney@cushwake.com>
Cc: 'Stephen Bloye' <S.Bloye@mmu.ac.uk>
Subject: Fusion

External Mail

Dear David

Thanks for arranging the meeting with Fusion last week. I have spoken to Stephen and can confirm that the proposed scheme is of interest to the University and that a proposal will be put forward to the next meeting of their Residences Management Group which has just been set for the 22nd March. If this proposal is agreed then they will be looking to discuss further with Fusion the term of a possible nominations agreement.

Stephen noted the quality of the scheme including significant on-site amenity facilities as well as Fusion's ethos on student well-being/welfare/management plan. The site location is appropriate and well-connected to the MMU campus/teaching buildings by walking, cycling and public transport

Affordability and the quantum of affordable accommodation delivered by the scheme is clearly a really important issue for MMU students and this will be central to any future commercial discussions over the scheme.

Best regards

Andrew

Appendix 8 – Council Tax Exemptions

LSOA11NM	WD19NM	Council Tax Exemptions
Manchester 054A	Miles Platting & Newton Heath	22
Manchester 054B	Piccadilly	9
Manchester 054C	Piccadilly	25
Manchester 054D	Piccadilly	38
Manchester 054E	Piccadilly	30
Manchester 055A	Piccadilly	1,060
Manchester 055B	Piccadilly	50
Manchester 055C	Piccadilly	394
Manchester 055D	Piccadilly	27
Manchester 055E	Piccadilly	39
Manchester 057A	Hulme	273
Manchester 057B	Deansgate	606
Manchester 057C	Deansgate	560
Manchester 059A	Hulme	155
Manchester 059B	Hulme	8
Manchester 059C	Hulme	37
Manchester 059D	Hulme	12
Manchester 060A	Deansgate	61
Manchester 060B	Deansgate	16
Manchester 060C	Deansgate	16
Manchester 060D	Deansgate	32

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LAND AND PROPERTY
MINING AND MINERAL PROCESSING
MINERAL ESTATES
WASTE RESOURCE MANAGEMENT



FUSION STUDENTS

DEANSGATE SOUTH

SCOPING REPORT

OCTOBER 2020

DATE ISSUED: October 2nd 2020
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STATUS: Final

FUSION STUDENTS

DEANS GATE SOUTH

SCOPING REPORT

OCTOBER 2020

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ENERGY AND CLIMATE CHANGE
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LAND AND PROPERTY
MINING AND MINERAL PROCESSING
MINERAL ESTATES
WASTE RESOURCE MANAGEMENT

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APPENDICES

Appendix A	Site Location Plan
Appendix B	Existing Site Plan
Appendix C	Proposed Ground Floor Plan
Appendix D	Townscape and Visual Methodology

1 INTRODUCTION

- 1.1.1 This Scoping Report has been prepared on behalf of Fusion Students (the Applicant) in support of a request for a formal Scoping Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), Regulation 15, regarding a proposed development of student accommodation (the Proposed Development) on land off Deansgate, Manchester (the Site).
- 1.1.2 This report sets out the proposed scope of the Environmental Impact Assessment (EIA) being undertaken in respect of the Proposed Development. As required by Regulation 15, the report includes the following information:
- a plan sufficient to identify the land (Appendix A);
 - a description of the nature and purpose of the development, including its location and technical capacity (Section 2); and
 - an explanation of the likely significant effects of the Proposed Development on the environment (Sections 3 – 9).
- 1.1.3 In addition, this report includes information on the proposed methodologies to assess potentially significant environmental effects, and, where relevant, potential mitigation measures that may be implemented.

2 DESCRIPTION OF THE SITE AND PROPOSED DEVELOPMENT

2.1 The Application Site

- 2.1.1 The Site is located in Manchester city centre at the junction of Chester Road / Bridgewater Viaduct (A56) and Deansgate. The relevant planning authority is Manchester City Council (MCC).
- 2.1.2 The Site is bound by Chester Road / Bridgewater Viaduct (A56) to the north, Deansgate to the south and residential apartments (Deansgate Quay) to the east.
- 2.1.3 The Site is approximately 0.06ha in size and comprises a roughly triangular area of previously developed land. The Site was cleared in the early 2000s and currently consists of areas of hardstanding and low quality vegetation. There is a wall on the southern boundary of the Site, adjacent to Deansgate, which acts as a retaining wall in the south-east corner of the Site.
- 2.1.4 Vehicular access to the Site is off Deansgate, however this access is currently closed, and the Site is enclosed by temporary hoarding.
- 2.1.5 There are no designations within the Site. Castlefield Conservation Area is adjacent to the north of the Site and there are a number of Grade II listed buildings in the surrounding area.
- 2.1.6 The Site Location Plan and Existing Site Plan are included at Appendix A and Appendix B respectively.

2.2 Planning History

- 2.2.1 In December 2015, a full planning application (ref. 10730/FO/2015/C1) was submitted for the proposed development of a residential-led mixed use scheme on the Site. The proposed scheme comprised the construction of a 13-storey building including 53 apartments, a commercial unit, and associated car parking, landscaping and access. MCC confirmed within a Screening Opinion that an EIA would not be required, but a range of environmental surveys and assessments were undertaken and submitted in support of the application. The application was granted approval in March 2016.
- 2.2.2 In March 2017, an application (ref. 115591/FO/2017) was submitted to amend the approved development at the Site. Intrusive ground investigations at the Site identified constraints which would prevent the construction of the basement level as proposed within the approved scheme and as such the applicant sought to reconfigure the building design accordingly. The applicant also proposed to amend the approved elevations. As the siting, height, scale, and mass of the scheme remained unchanged

it was concluded that the Screening Opinion remained valid. A small number of environmental assessments were updated where necessary. The amended scheme was granted approval in June 2017.

- 2.2.3 In January 2018, an application (ref. CDN/18/0048) was submitted to discharge conditions of the approved development. Partial approval was granted, however discharge of the condition relating to surface water drainage was refused due to insufficient information.

2.3 The Proposed Development

- 2.3.1 It is proposed to develop a student accommodation building. The development description for the application will be as follows:

Full planning permission for the part-demolition of a retaining wall and erection of a 27 storey student accommodation building to form around 514 student residential bedrooms and ancillary amenity space.

- 2.3.2 It is not proposed to include any parking provision or vehicular access within the scheme.
- 2.3.3 It is proposed that the scheme will be designed to achieve a BREEAM Excellent rating. The current energy strategy allows for the installation of a PV array on the roof of the building to provide betterment of Building Regulations.
- 2.3.4 The building will also include a roof terrace, for which a Landscape Management Plan will be produced to provide mitigation and enhancement opportunities, such as bird boxes and habitat/roosting support for localised species.
- 2.3.5 The current Proposed Ground Floor Plan is included at Appendix C for information. However please note that the designs are still in development and therefore subject to change.

2.4 Requirement for EIA

- 2.4.1 Due to the size and scale of the current proposals and following a review of the requirements for similar developments in the surrounding area, it is considered likely that an EIA will be required.
- 2.4.2 As such an EIA will be undertaken, and an Environmental Statement (ES) prepared and submitted in support of the application, on a voluntary basis.

3 PROPOSED SCOPE OF THE ENVIRONMENTAL STATEMENT

3.1 Introduction

- 3.1.1 The EIA will be undertaken in accordance with the EIA Regulations, with regard to Schedule 4 which sets out the information for inclusion within an Environmental Statement (ES).
- 3.1.2 Information relating to the scope of each of the technical chapters of the ES, together with a preliminary summary of baseline information and the potential significant effects related to each of these aspects, is provided in Sections 3 – 9 of this report. Details relating to the non-technical chapters, and the technical aspects to be ‘scoped out’ of the ES, are provided below.
- 3.1.3 A Non-Technical Summary will be produced as a separate standalone document.

3.2 Non-Technical Chapters

- 3.2.1 The following non-technical chapters will be included within the ES.
- **Introduction:** This chapter will outline the background to the application and provide a brief overview of the proposals.
 - **Approach and Scope:** This chapter will detail the requirement for EIA; the scope of the ES and how it was determined; any consultation undertaken; and the schemes to be considered within the cumulative assessment.
 - **Site Description:** This chapter will describe the location of the Proposed Development and provide a broad overview of the current state of the Site and surrounding area. Detailed baseline information will be provided within the relevant technical chapter.
 - **Development Description:** This chapter will describe the Proposed Development, including a description of the proposed construction and operational phase activities (to the extent available at the time).
 - **Consideration of Alternatives:** This chapter will describe any reasonable alternatives studied by the Applicant, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.
 - **Summary of Residual and Cumulative Effects:** This will form the final chapter of the ES and will summarise the residual significant effects and the cumulative effects identified within the technical chapters of the ES.

- 3.2.2 The ES will be prepared by competent experts and will be accompanied by a statement outlining the relevant expertise and/or qualifications of these experts.
- 3.2.3 The ES will also be accompanied by a reference list detailing the sources used for the descriptions and assessments included in the environmental statement.

Cumulative Effects

- 3.2.4 In accordance with Schedule 4 of the EIA Regulations, the ES will consider potential significant effects arising from the cumulation of effects with other existing and or/approved projects. It is proposed that the ES will consider the following schemes, set out within Table 3.1, within the assessment of cumulative effects.

Table 3.1: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
Castle Wharf 113870/FO/2016	Construction of two residential apartment buildings with ancillary amenity facilities for residents including a gym, landscaped terrace and swimming pool, new public realm and landscaping including two new pedestrian connections to the Castlefield basin from Chester Road, basement car parking and related highway, access, servicing and associated works.	Under construction
Crown Street Phase 1 119806/FO/2018	Erection of two tall buildings (51 storeys and 21 storeys) comprising 664no residential units (use class C3) and commercial space (A1, A3 or D1), provision of two levels of basement parking, alterations to surface level car park, landscaping, highway alterations, access and associated works.	Under construction
325 - 327 Deansgate 125804/FO/2019	Demolition of existing buildings and structures on-site and erection of 22-storey building comprising apart-hotel (Use Class C1) with flexible commercial uses at ground floor and within existing viaduct arches (Use Class A1, A2, A3, A4, D2), access, landscaping and other associated works.	Planning permission not yet implemented
Land Bound By Silvercroft Street, Crown Street, And The Mancunian Way 126668/FO/2020	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). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C).	Planning permission not yet implemented
Transition 116850/FO/2017	Demolition of the existing buildings on the site and construction of three residential buildings, 32, 26 and 18 storeys in height, comprising a total of 399 residential units (C3) and 50 retirement living units (C2) with roof top ancillary restaurant; 675 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1, D1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements; and other associated works.	Planning permission not yet implemented
Deansgate Square 111719/FO/2016/C1	Construction of four residential buildings, ancillary amenity building for residents accommodating a tennis court, swimming pool and gym facilities (Use Class C3), ground floor retail units (Use Classes A1, A2, or A3), amenity space for residents within residential buildings, new public realm and landscaping, basement car parking and related highway, access, servicing, engineering and associated works.	Under construction

Table 3.1: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
River Street 118683/FO/2017 And 122211/NMC/2018	<u>118683/FO/2017</u> Demolition of the existing structure and construction of a part 32, part 10 and part 5 storey building comprising 807 student bed spaces (sui generis), amenity space, landscaping, cycle provision and associated highways works <u>122211/NMC/2018</u> Non Material Amendment to planning permission 118683/FO/2017 to allow the removal of the Level 04 plant room and addition of 1 no. Studio Bedroom in its place, resulting in an overall provision of 792 student bed spaces.	Under construction (due to complete Sept 2020)
Plot 9A First Street 121462/FO/2018	Erection of a ground plus sixteen storey building comprising commercial office (Use Class B1); hotel (Use Class C1); standalone flexible, commercial space across part of the ground and first floor (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments, B1 (offices), and D2 (Gymnasium); flexible ancillary commercial and retail uses at ground and first floor (Use Class B1, A3, A4); basement car park, landscaping and associated works.	Planning permission not yet implemented
Land Bounded By River Street To The North, Plot 10 To The East, Hulme Street To The South And Medlock Street To The West 125833/FO/2019	Erection of a basement plus 11-storey building comprising office accommodation (Use Class B1), flexible commercial space (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), B1 (offices), and D2 (Gymnasium), car parking, cycling parking and associated facilities, landscaping, and associated works.	Planning permission not yet implemented
10-12 Whitworth Street West 111003/FO/2016/C1	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	Planning permission not yet implemented
Axis 106490/FO/2014/C1 And	<u>106490/FO/2014/C1</u> Construction of a lower ground plus 27 storey residential building (Class C3) with associated servicing arrangements, hard landscaping, pedestrian access bridge and associated works.	Under construction

Table 3.1: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
115351/NMC/2017	<u>115351/NMC/2017</u> Non-Material Change to planning consent ref:106490/FO/2014/C1 (Construction of a lower ground plus 27 storey residential building (Class C3) with associated servicing arrangements, hard landscaping, pedestrian access bridge and associated works) including lowering the building parapet, revisions to glazing details, providing new parallel opening vents, increased depth of soffit and lowering of second floor cladding profile, height reduction of media screen, sub-station and door repositioning, alteration to column design, deletion of apartment bedroom, reconfiguration of bin store and amendment to the feature profile detail.	
Viadux 115871/FO/2017 And 126868/JO/2020	<u>115871/FO/2017</u> Erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le parking, landscaping and other associated works. <u>126868/JO/2020</u> Variation of planning conditions 2, 3, 21, 24, 25, 29, 30, 31, 32, 36 and 38 of planning permission 115871/FO/2017 (amended by 126604/NMC/2020) to allow for a reduction in overall height of the building by 2.5 metres, changes to the number and type of structural interventions into the listed arches, modification and alteration to the bridge over Great Bridgewater Street, alterations to the ground floor layout including enlargement of residents lobby together with re-location of the cycle store and reduction in car parking, alterations to the upper floor layout to remove 3 bedroom apartments and elevational alterations to main facade of the residential tower to modify the fin arrangement together with alteration to the podium with the introduction of perforated panels.	Under construction
Potato Wharf 114999/FO/2017	Erection of two residential buildings (Use Class C3) with a link building, comprising 191no apartments, residential amenity areas, car parking, bicycle parking, public realm and landscape works, access and servicing arrangements, and associated works, following demolition of the existing buildings and plant.	Under construction
Land Bounded By Arundel Street, Ellesmere Street,	Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments	Planning permission

Table 3.1: Schemes for consideration within cumulative impact assessment

Scheme	Description	Status
The A57 (M) Inner Ring Road (Mancunian Way) And Worsley Street 123261/FO/2019	in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work.	not yet implemented

3.3 Aspects to be Scoped Out

- 3.3.1 Specific chapters will not be included for the following topics, as it is considered that these will be addressed sufficiently elsewhere within the ES or planning application, and/or the Proposed Development is unlikely to result in significant environmental effects relevant to these topics.

Demographics, Socio-Economics and Health

- 3.3.2 The socio-economic impacts of the proposed student accommodation scheme at Deansgate South on the local, Manchester City Centre and wider Greater Manchester population will be largely positive.
- 3.3.3 The scheme will create a new resident population of students who are engaged and investing in the City's universities for at least one academic year. As adult students in predominantly single person rooms, there will be very limited additional pressure on the capacity of local childcare, primary or secondary school provision.
- 3.3.4 Whilst classified as in "full time education", many of the resident students are likely to contribute to the local economy through participation in part-time, term time and/or seasonal employment. Given the good accessibility of the Site by sustainable means, and relatively low levels of student car ownership, the majority of these roles are likely to be within the city. In turn, the new population will support a vibrant and viable local community through the generation of footfall and an increase in local expenditure on food, social and other living expenses. Those choosing not to work will not be eligible for claiming Job Seekers Allowances given education status, thus limiting the financial burden on the state.
- 3.3.5 It is likely that on completion of their higher education, a significant proportion of the resident students will remain within Manchester and the wider North West region, going on to attain full time employment and utilising their newly acquired skills and qualifications, to contribute to Manchester's economic growth aspirations through the generation of Gross Value Added (GVA) and spend to the local economy, particularly within higher value target growth sectors.
- 3.3.6 There will be additional quantitative benefits of the proposed scheme during the construction phase of development in the form of private sector investment in a long term derelict site; construction jobs creating additional GVA in the local economy and the potential for up skilling; and additional spend in both the local area from construction workers and in the building contracts and materials supply chain which often tends to be regional given weight and volume constraints.

- 3.3.7 Whilst there may be some negative health impacts in the form of dust, noise and vibrations during the construction phase of development and as additional demand on local health provision such as GP's and dentists on occupation of the scheme, these will be mitigated against as far as possible and are considered to be outweighed by the opportunities for encouraging healthy lifestyles that will be factored into the design of the scheme. In addition, air quality and noise effects (and the associated impacts on population and human health) will be assessed separately within the relevant chapters of the ES.
- 3.3.8 The health benefits of high-quality housing such as that proposed are well documented and the remediation and regeneration of a long-term vacant site will significantly enhance the local physical environment.
- 3.3.9 In conclusion, it is not considered that the proposals are likely to result in significant adverse effects on population and human health, beyond those already being considered elsewhere within the ES. As such a specific Population and Human Health ES chapter has been scoped out of further consideration within the EIA.
- 3.3.10 A Socio-Economic Assessment will be undertaken and submitted as standalone report with the planning application.

Biodiversity

- 3.3.11 A Preliminary Ecological Appraisal (PEA) of the Site was undertaken in August 2020, including a desk study and an extended Phase 1 habitat survey. The PEA identified the following ecological features may be subject to adverse effects in the absence of mitigation:
- Bats; and
 - Nesting Birds.
- 3.3.12 The PEA identified a number of potential roosting features (PRFs) on the boundary wall of the Site and suitable foraging habitat nearby. There are also recent records of common pipistrelle *Pipistrellus pipistrellus* and pipistrelle species *Pipistrellus sp* roosts and other field records within 2km of the Site. A bat survey was subsequently undertaken at the Site, including a desk study, preliminary roost assessment and bats presence/absence survey.
- 3.3.13 No bats were recorded emerging from the PRFs during the dusk emergence survey. Low levels of common pipistrelle activity were recorded during the survey. As no

roosts were identified, the demolition works proposed on Site are unlikely to result in any impacts to bats and no mitigation is required.

- 3.3.14 Recommendations to avoid adverse impacts to nesting birds have been made by avoiding the nesting season for vegetation clearance. If this is not possible nests will be identified and protected until the nesting attempt is complete.
- 3.3.15 Inclusion of integral bat boxes on new buildings is recommended to enhance roosting opportunities for bats on site.
- 3.3.16 With the above avoidance and mitigation proposals in place, the proposed development can be delivered in conformity with planning policy and legislation relating to nature conservation.
- 3.3.17 In conclusion, it is not considered likely that the proposal will result in significant adverse effects on biodiversity and as such this topic has been scoped out of further consideration within the EIA.
- 3.3.18 The PEA and bat survey will be submitted as standalone reports with the planning application.

Land Contamination

- 3.3.19 In support of the previous planning applications for the Site, a Phase 1 (Desk Study) Investigation of the Site was undertaken in November 2015 and an intrusive Ground Investigation of the Site was undertaken in February 2017. These investigations identified potential sources of ground contamination as a result of the site's historic use as a petrol filling. However, it was concluded that this contamination is not particularly complex or unusual and land contamination matters could be adequately controlled via appropriate planning conditions.
- 3.3.20 An up-to-date site investigation will be undertaken in support of the current proposals in order to confirm the extent of any contamination and any remediation works which may be required. It is considered that, as for the previous planning application, land contamination matters could be adequately controlled via appropriate planning conditions.
- 3.3.21 In conclusion, it is not considered likely that the proposal will result in significant adverse effects in relation to ground or contamination matters and as such this topic has been scoped out of further consideration within the EIA.

Water Resources

- 3.3.22 As set out above, a site investigation will be undertaken to identify potential contamination risks and any remediation works that may be required. In addition, a Construction Environmental Management Plan will be produced and adhered to in order to ensure pollution prevention and control measures are implemented as necessary during the construction of the proposed development. As such it is not considered that the Proposed Development will result in a significant adverse impact on water quality.
- 3.3.23 The Site is not at high risk of flooding, however a Flood Risk Assessment will be undertaken which will inform the drainage design for the Proposed Development to ensure flood risk within the Site or surrounding area is managed appropriately.
- 3.3.24 In conclusion, it is not considered likely that the proposal will result in significant adverse effects in relation to water resources and as such this topic has been scoped out of further consideration within the EIA.

Climate

- 3.3.25 The EIA Regulations state that an EIA should consider potential climate related effects. It is considered that these comprise the impact of the Proposed Development on the climate (i.e. greenhouse gas (GHG) emissions) and the impact of climate change on the Proposed Development.
- 3.3.26 As for any development, the Proposed Development will result in GHG emissions and these are unavoidable. It is not considered that the GHG emissions of the Proposed Development will be significantly different from other proposals of a similar nature and scale as the Proposed Development will be constructed, at a minimum, in accordance with relevant regulations, with betterment of Building Regulations being achieved where possible. The scheme will be designed to achieve a BREEAM Excellent rating. The current energy strategy allows for the installation of a PV array on the roof of the building and low energy LEDS throughout the accommodation. Where possible, improvements will be made to facades to increase insulation and reduce heat loss.
- 3.3.27 In addition, the scheme is located in a sustainable location in Manchester City Centre and will be a zero-car development, reducing the level of operational GHG emissions in comparison to an equivalent scheme that includes parking provision.
- 3.3.28 The Proposed Development could potentially be affected by the impact of climate change, including increased risk of extreme weather events and flooding. However,

resilience to extreme weather events will be incorporated within the design process, and the Proposed Development will be constructed in accordance with relevant regulations and guidance. In addition, a Flood Risk Assessment will be undertaken which will consider the risk of potential extreme flood events as a result of climate change.

- 3.3.29 In conclusion, it is not considered that the Proposed Development is likely to result in significant adverse effects on climate, and it is considered that the risk of the Proposed Development being significantly affected by climate change is being considered sufficiently elsewhere within the ES.

Archaeology

- 3.3.30 In support of the previous planning application at the Site an Archaeological Desk Based Assessment (DBA) was undertaken in October 2015. This concluded that there is low potential for any buried remains of archaeological interest to survive in-situ, due to the extensive disturbance to below-ground levels caused during the previous development at the Site. The DBA concluded that further archaeological investigation of the Site would not be required.
- 3.3.31 Based on the conclusions of the previous DBA, and the extensive disturbance cause to the Site through its previous development, it is not considered likely that the proposals will result in significant adverse effects on any buried archaeology and as such the topic has been scoped out of further consideration within the EIA.

Waste

- 3.3.32 A Waste Management Plan will be produced setting out details for refuse storage and management, confirming that the proposals will be in line with MCC standards. The Applicant is working towards a zero-waste environment as part of the transition to a sustainable economy, including use of the “waste hierarchy” (waste prevention, re-use, recycling, recovery and finally disposal as a last option) as a guide to sustainable waste management. It is proposed that the building Waste Store will contain a 20sqm allowance for recycling to encourage better waste management by the occupants.
- 3.3.33 It is not considered likely that the proposals will result in significant adverse effects on the environment as a result of waste and as such the topic has been scoped out of further consideration within the EIA.

Transport

- 3.3.34 The proposals represent zero car development in a highly sustainable location, where a range of amenities are accessible within a short travel distance by non-car modes. There is consequently no requirement for students residing at the proposed facility to operate a car at the daily level. Moreover, it shall be a term of the lease that any resident shall not operate a vehicle within 3-kilometres of the site or else risk their lease being terminated. This is a widely used requirement in the industry and one which the Applicant would accept as a condition of any planning permission being granted.
- 3.3.35 In view of the absence of car parking opportunities, the development would have only very limited traffic impact potential comprising only very infrequent maintenance visits by van and weekly refuse collections undertaken by private contract. The associated traffic effects of the development would therefore not be so great as to constitute a material impact, let alone a potentially significant environmental impact.
- 3.3.36 It is, however, proposed to support the planning application with a Transport Statement and Framework Travel Plan. Together, the reports shall identify the non-car travel credentials afforded by the site's location (informed by a bespoke accessibility model), ways in which the proposal would be compliant with current policy, and requisite management measures, including the refuse collection and student drop-off / collection strategies.
- 3.3.37 In conclusion, it is not considered likely that the proposals will result in significant adverse transport related effects on the environment and as such the topic has been scoped out of further consideration within the EIA.

Wind Microclimate

- 3.3.38 The Proposed Development could potentially have an effect on the wind environment of the Site and its surroundings as compared to the baseline conditions. Therefore, a Wind Microclimate assessment will be undertaken and submitted with the planning application. The assessment will be based on a 3D model covering an area of approximately 350m radius from the site and will pay particular attention to open spaces, building entrances and pedestrian routes to determine the level of compliance with the recommended safety and comfort standards.
- 3.3.39 The methodology will combine the use of Computational Fluid Dynamics (CFD) modelling to predicted air flow patterns and wind velocities around the Proposed Development, the use of wind data from the Met Office, provided through their Virtual

Met Mast service, and recommended comfort and safety standards (the Lawson Criteria). The wind assessment will inform mitigation options to avoid potential significant adverse effects.

3.3.40 In conclusion, it is not considered likely that the proposals will result in significant adverse effects on the wind environment and as such the topic has been scoped out of further consideration within the EIA.

Risks of Major Accidents and/or Disasters

3.3.41 The 2017 Regulations state that an EIA should consider the vulnerability of the development to risks of major accidents and/or disasters, relevant to the project concerned.

3.3.42 'Risk' can be defined as 'the likelihood of an impact occurring, combined with effect or consequence(s) of the impact on a receptor, if it does occur'; a 'Major Accident' can be defined as 'events that threaten immediate or delayed serious damage to human health, welfare and/or the environment'; and a 'Disaster' can be defined as 'naturally occurring extreme weather events (e.g. storm, flood, temperature) or ground-related hazard events (e.g. subsidence, landslide, earthquake) with the potential to cause an event or situation. Disaster and natural disaster are often used interchangeably.

3.3.43 Owing to the nature of the Proposed Development, it is considered that the likelihood of it resulting in/causing an event to occur that threatens (either immediate or delayed) serious damage to human health, welfare and/or the environment is low. The vulnerability of the Proposed Development to naturally occurring extreme weather events (i.e. flooding, storms and extreme temperatures) and/or ground related hazard events, (e.g. subsidence, earthquakes and ground contamination) that could lead to an event or situation is very low.

3.3.44 Table 3.2 below sets out the accidents and disasters of relevance to the Proposed Development (based on the location of the Site and proposed land use), and how these will be mitigated.

Table 3.2: Consideration of major accidents and/or disasters	
Major accident/disaster type	Description
Extreme weather events	The Proposed Development could be damaged by extreme weather events (exacerbated by climate change), including storms, snow, ice and heatwaves. However, resilience to extreme weather events will be incorporated within the

Table 3.2: Consideration of major accidents and/or disasters	
Major accident/disaster type	Description
	design process, and the Proposed Development will be constructed in accordance with relevant regulations and guidance.
Flooding	The Site is not at a high risk of flooding, however the reduction in permeable area as a result of the Proposed Development could exacerbate this risk. A Flood Risk Assessment will be produced, which will inform the drainage design for the Proposed Development to ensure flood risk within the Site or surrounding area is managed appropriately. The drainage will be designed to accommodate potential extreme flood events as a result of climate change.
Contamination risk	There is a risk of contamination to ground and water during construction and operation of the Proposed Development. An assessment of this risk will be undertaken, and mitigation measures will be recommended where required.
Transport accidents	The proposals represent zero car development and as such are unlikely to have a material impact on traffic flows. However, a Transport Assessment and Framework Travel Plan will be prepared, identifying measures to increase safety where necessary.

3.3.45 Based on the above, it is not considered that the Proposed Development is likely to result in any significant adverse effects on the environment deriving from the vulnerability of the Proposed Development to the risk of major accidents and/or disasters (relevant to the Proposed Development)

4 NOISE

4.1 Introduction

- 4.1.1 A noise assessment will be undertaken by Apex Acoustics Ltd and will be included as a chapter within the ES.

4.2 Legislation and Policy Context

- 4.2.1 The assessment will be carried out with due regard to the following guidance:
- National Planning Policy Framework (NPPF), 2018;
 - Noise Policy Statement for England;
 - National Planning Practice Guidance (NPPG), 2014;
 - British Standard 8233:2014: Sound Insulation and Noise Reduction for Buildings;
 - British Standard 5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites;
 - British Standard 4142:2014: Methods for rating and assessing industrial and commercial sound; and
 - Manchester City Council – Planning & Noise: Technical Guidance, 2015.

4.3 Baseline Conditions

- 4.3.1 The baseline noise levels at the existing noise sensitive receptors and at the proposed building façade location will be measured in accordance with BS7445, at final locations to be agreed with the local authority.
- 4.3.2 The noise climate across the site is likely to be dominated by local road traffic on the A56, and there could be some noise from nearby construction works during the time of any noise surveys.

4.4 Key Receptors and Potential Impacts

- 4.4.1 Potential noise and vibration impacts during the construction and operational phases to be addressed by the ES are as follows:
- Noise and vibration impacts arising from construction processes affecting noise sensitive receptors;
 - Noise impacts to future residents within the site from existing transport or industrial related noise sources; and

- Noise impacts to existing and future receptors from mechanical building services plant and operations of the non-residential buildings associated with the new development.

4.4.2 Noise from operational changes in traffic flows due to the development will not be considered as it is a zero car development.

4.5 Proposed Scope and Methodology of the Assessment

Baseline measurements

4.5.1 The existing residual and background noise environment for daytime and night-time periods will be measured. The measurements will include simultaneous broadband, spectral and statistical data that also satisfies the requirements of BS 7445.

4.5.2 Where suitable safe access is available, unattended long term measurements will be undertaken at the noise sensitive locations, over a minimum period of 24 hours. The measurements will record audio so that dominant noise sources can be identified for unattended periods.

Construction noise and vibration assessment

4.5.3 Likely noise and vibration levels during site works will be predicted from the information provided by the client and noise data and methodology within BS 5228-1: 2014. Predicted noise levels will be reviewed and significance will be determined based on fixed noise limits as per the methodology Annex E of BS 5228-1.

4.5.4 If the proposed details indicate a noise impact that does not satisfy the limits, a scheme for the mitigation of the noise may be required. Potentially mitigating features include re-siting or re-directing the noise producing plant, barriers, screens, and limiting time and duration of operation.

Assessment of site suitability

4.5.5 The noise impact on the proposed site will be calculated with proprietary acoustic environmental noise modelling software, Cadna/A. The model will include the shielding effect of the existing and proposed buildings.

4.5.6 Daytime $L_{Aeq,16\text{ hr}}$, night time $L_{Aeq,8\text{ hr}}$ and night time maximum, $L_{AF,max}$ levels will be determined, on which the acoustic risk to residents will be assessed and the sound insulation design will be based.

- 4.5.7 Commentary will be provided on the site suitability for housing and the potential to achieve the internal and external noise limits described in BS 8233. Any commercial sound source will be assessed in accordance with BS4142 and local authority guidance.
- 4.5.8 Guidance will be provided on the acoustic implications for potential ventilation strategies, in accordance with the current Part F of the Building Regulations.

Assessment of operational noise from the new development

- 4.5.9 The impact of noise sources associated with the site operations, including internal and external fixed plant, will be assessed and guidance will be provided on appropriate noise limits or mitigation requirements.

4.6 Consultation

- 4.6.1 The survey and assessment methodology will be discussed with the local authority, to agree the general approach and to ensure it is appropriate for the local authority's requirements.

5 AIR QUALITY

5.1 Introduction

- 5.1.1 An Air Quality assessment will be undertaken by Ensafé Consultants and will be included as a Chapter within the ES.

5.2 Baseline Conditions

- 5.2.1 Existing air quality conditions in the vicinity of the Site have been reviewed and detailed below.
- 5.2.2 As required by the Environment Act (1995), the Greater Manchester Combined Authority (GMCA), on behalf of Manchester City Council (MCC), has undertaken review and assessment of air quality within the city. This process has indicated that annual mean Nitrogen Dioxide (NO₂) concentrations exceed the relevant Air Quality Objectives (AQO) at specific areas throughout the city. As such, an Air Quality Management Area (AQMA) has been declared and is described as:

"Greater Manchester AQMA - This is the part of the Greater Manchester Combined Authority AQMA located within the Manchester City Council area.

- 5.2.3 The Site is located within the GMCA AQMA. As such, there is the potential for future residents to be exposed to elevated pollutant concentrations, as well as to cause impacts within an area of existing poor air quality.
- 5.2.4 MCC has concluded that concentrations of all other pollutants considered within the Air Quality Strategy (AQS) are currently below the relevant AQOs and as such no further AQMAs have been designated.

Air Quality Monitoring

- 5.2.5 Monitoring of pollutant concentrations is undertaken by MCC using continuous and periodic methods throughout their area of administration, a review of the most recent data indicated that there is currently one automatic analyser within the vicinity of the Proposed Development. Table 5.1 presents the latest ratified year of monitoring data. Exceedances of the relevant AQO are highlighted in **bold**. Monitoring of particulate matter with an aerodynamic diameter of less than 2.5µm (PM_{2.5}) is not currently undertaken by MCC in the vicinity of the Site.

Table 5.1: Automatic Monitoring Results					
ID	Site Name		Site Type	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)	
				2019 NO ₂	2019 PM ₁₀
MAN1	Manchester Road	Oxford	Kerbside	59	26

5.2.6 As shown in Table 5.1, the annual mean AQO for NO₂ was exceeded in recent years at the Oxford Road automatic site. Exceedances are likely due to the roadside location adjacent to an arterial road within an AQMA. It should be noted this monitoring location is classified as a Kerbside site and as such will only be considered further in context of the baseline assessment and not used for model verification purposes. This is in accordance with LAQM (TG16) which suggests that the inclusion of Kerbside location within the verification procedure may lead to an over-adjustment of modelling at roadside sites. This may then lead to inaccuracies during the modelling of potential exposure across the Proposed Development and potential impacts at nearby sensitive receptor locations.

5.2.7 MCC utilises passive diffusion tubes to monitor NO₂ concentrations throughout the city. A review of the latest diffusion tube monitoring data indicated two representative of the site. Monitoring results from recent years are summarised in Table 5.2. Exceedances of the relevant AQO are shown in **bold**.

Table 5.2: MCC Diffusion Tube Monitoring Results					
ID	Site Name	Site Type	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)		
			2017	2018	2019
MA77	Hewitt Street	Urban Background	39.2	N/A	43.7
MA97	Chester Road	Roadside	N/A	N/A	32.3

5.2.8 Salford City Council (SCC) also undertake Air Quality monitoring within 1km of the Site. A review of the latest data indicated two diffusion tube monitoring locations representative of the site. Recent results from these locations are shown in Table 5.3, with exceedances of the relevant AQO highlighted in **bold**.

Table 5.3: Salford City Council Diffusion Tube Monitoring Results					
ID	Site Name	Site Type	Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)		
			2016	2017	2018
SA60	SA60 Regent Road	Roadside	40.7	40.2	36.7
SA81	SA81 Regent Road	Urban Traffic	N/A	N/A	46.4

5.2.9 As shown in Table 5.2 and Table 5.3 there were exceedances of the annual mean AQO for NO₂ at all but one monitoring location in recent years. Exceedances are likely due to their roadside and urban locations within an AQMA.

5.2.10 The closest passive diffusion tube monitor is located at Hewitt Street (MA77), approximately 280m east of the Site. This location is classified as an Urban Background site and is situated a similar distance to arterial roads as the Proposed Development. This location will provide a suitable representation for baseline concentration at the application site, as well as to be considered for model verification process.

5.2.11 Monitoring locations MA97, SA60 and SA81 are situated similar distances from arterial roads as the Proposed Development. These locations will provide suitable representation to sensitive receptor locations and will also be considered for model verification process.

5.2.12 The results detailed in Table 5.2 and Table 5.3 provide an indication that pollutant concentrations adjacent to the Site may exceed the annual mean AQO for NO₂. Detailed modelling will be required in order to assess the potential risk of on-site exposure to elevated pollutant concentrations.

Background Pollutant Concentrations

5.2.13 Predictions of background pollutant concentrations on a 1km by 1km grid basis have been produced by DEFRA for the entire of the UK to assist Local Authorities (LAs) in their Review and Assessment of air quality. The Site is located in grid square NGR: 383500, 397500. Data for this location was downloaded from the DEFRA website for the purpose of this assessment and is summarised in Table 5.4; for the baseline year (2019) and future year (2024).

Table 5.4: Predicted Background Pollutant Concentrations		
Pollutant	Predicted Background Concentration (µg/m ³)	
	2019	2024
NO ₂	39.9	31.3
NO _x	26.1	21.3
PM ₁₀	13.5	12.7
PM _{2.5}	8.7	8.1

5.2.14 As shown in Table 5.4, background concentrations do not exceed the relevant AQOs. Comparison with the monitoring results provided in Table 5.2 and Table 5.4 indicate the influence of road vehicle exhaust emissions have upon roadside pollutant concentrations. It should be noted that the monitoring results provided in Table 5.2

and Table 5.4 provide a robust representation of likely pollutant concentration in the vicinity of the Site.

5.2.15 Diffusion Tube MA77 will not be used as a background for the site as its location in close proximity to an arterial road results in a likely overestimation of background pollutant concentrations.

5.2.16 It should be noted that background concentrations for 2019 will be used in preference to predicted background concentrations for the development opening year (2024). This is to ensure a conservative but may lead to overestimate actual pollutant concentrations during the operation of the proposals.

5.3 Method of Assessment

Legislation, Guidance and Policy

5.3.1 The following legislation, guidance and policy documents will be considered and adhered to during the preparation of the Air Quality Chapter:

- European Union (EU) Directive 2008/50/EC;
- The National Planning Policy Framework (NPPF), updated on 19th February 2019);
- The National Planning Practice Guidance (NPPG), chapters produced on 6th March 2014;
- Section 82 of the Environment Act (1995) (Part IV);
- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Vol 1 (March 2011);
- The Air Quality Standards (Amendment) Regulations (2016);
- Department for Environment, Food and Rural Affairs (DEFRA) guidance Local Air Quality Management Technical Guidance (TG16), 2018;
- Guidance on the Assessment of Dust from Demolition and Construction, Institute of Air Quality Management (IAQM), v1.1, June 2016; and
- Land-Use Planning and Development Control: Planning for Air Quality, Environmental Protection UK and IAQM, January 2017.

Construction Phase

5.3.2 During the construction phase of the Proposed Development there is the potential for air quality effects as a result of fugitive dust emissions associated with demolition, earthworks and construction, and track-out activities on the Site. It is proposed to

assess these qualitatively in accordance with the IAQM Construction Methodology 2016. The methodology provided within this guidance document is widely regarded as an example of best practice and results are accepted throughout the UK.

Operational Phase

- 5.3.3 The operational phase of the Proposed Development is likely to introduce new residents to poor air quality, as predicted from the review of baseline Air Quality conditions. Potential air quality effects across the Proposed Development will therefore be assessed on a quantitative basis. This will be undertaken by calculating NO₂, PM₁₀ and PM_{2.5} levels across the Proposed Development using the ADMS-Roads dispersion modelling software. It should be noted that the ADMS modelling software is widely accepted within the UK by the Local Authorities, the Environment Agency and DEFRA.
- 5.3.4 The assessment of operational phase impacts will consider the following development scenarios:
- Scenario A: Existing baseline, for verification purposes against latest 2019 MCC and SCC ratified Air Quality Monitoring data; and
 - Scenario B: Anticipated Do something 2024 Opening Year baseline plus, predicted traffic flows associated with the development, highways, public realm; inclusive of committed developments listed in Table 3.1 (should the proposal be completed).
- 5.3.5 The Proposed Development has the potential to impact on existing air quality as a result of road traffic exhaust emissions, such as NO₂, PM₁₀ and PM_{2.5} associated with vehicles travelling to and from the site. A screening assessment will be undertaken using the criteria contained within the EPUK and IAQM guidance documents to determine the potential for trips generated by the Proposed Development to affect local air quality.
- 5.3.6 The EPUK and IAQM guidance document states the following criteria to help establish when an air quality assessment is likely to be considered necessary:
- Proposals that will cause a change in Light Duty Vehicle (LDV) flows of more than 100 AADT within or adjacent to an AQMA or more than 500 elsewhere; and
 - Proposals that will cause a change in Heavy Duty Vehicle (HDV) flows of more than 25 AADT within or adjacent to an AQMA or more than 100 elsewhere.
- 5.3.7 Should the above criteria not be met, the EPUK and IAQM guidance document considers air quality impacts associated with the scheme to be not significant and no

further assessment is required. Conversely, should the criterion be exceeded it may be deemed necessary that further assessment is required.

Assessing the Significance of Effects

5.3.8 The significance of potential effects will be determined based on the predicted magnitude of change in pollutant concentrations and the criteria provided within the Environmental Protection UK (EPUK) and IAQM guidance document "Land-Use Planning & Development Control: Planning for Air Quality (2017).

5.3.9 Table 5.5 presents the AQOs detailed within the relevant legislation, which will be considered further during the Chapter, to inform on-site exposure risk.

Table 5.5: Air Quality Objectives		
Pollutant	AQO	
	Concentration ($\mu\text{g}/\text{m}^3$)	Averaging Period
NO ₂	40	Annual mean
	200	1-hour mean; not to be exceeded more than 18 times a year
PM ₁₀	40	Annual mean
	50	24-hour mean; not to be exceeded more than 35 times a year
PM _{2.5}	25	Annual mean

Cumulative Assessment

5.3.10 The Air Quality chapter will consider potential cumulative effects of the Proposed Development and other major developments in the area. The scope of the projects to be included in the cumulative assessment will be governed by the Transport Statement. The anticipated committed developments are outlined in Table 3.1.

5.3.11 Depending on the outcomes of the assessment, there may be a requirement to produce a mitigation strategy in order to reduce potential effects to an acceptable level. This would be based on best practice guidance and an assessment of residual effects following the implementation of any suggested control methods would be provided.

5.4 Summary of Assessment Scope

5.4.1 Table 5.6 provides a summary of potential effects which would be assessed within the Air Quality ES chapter.

Table 5.6: Summary of Assessment Scope			
Receptor	Impact	Potential Effect	Scoped In/Out
Existing Residential	Construction Dust	Reduced levels of amenity	Scoped In
Existing Residential	Road Vehicle Traffic Exhaust Emissions	Impact on existing air quality conditions	Scoped In
Existing Residential	Construction Dust	Reduced levels of amenity	Scoped In
AQMA	Road Vehicle Traffic Exhaust Emissions	Impact on existing air quality conditions	Scoped In
Proposed Residential	Road Vehicle Traffic Exhaust Emissions	Introduction of new residents into an AQMA	Scoped In
Proposed Residential	Road Vehicle Traffic Exhaust Emissions associated with trip generation from the site	Reduced levels of amenity	Scoped In

6 TOWNSCAPE AND VISUAL

6.1 Introduction

- 6.1.1 A detailed Townscape and Visual Impact Assessment (TVIA) will be prepared by Bidwells UDS team and will be included as a chapter within the ES.
- 6.1.2 This section of the EIA Scoping Report provides an overview of the proposed methodology that will be applied to the TVIA and initial considerations on the likely significant effects.

6.2 Study Area

- 6.2.1 Given the Site's location within the dense urban fabric of Manchester, it is proposed for the TVIA study area to include a 1km radius from the Site's centre. This study area would encompass relevant townscape features, such as:
- The City Centre character area as well as the Central Area of Change, representing distinct townscape characters;
 - Castlefield Conservation Area, including several listed buildings; and
 - Cheshire Ring Canal Walk and The Salford Trail, which run respectively along the Manchester Ship Canal and the Bridgeway Canal.
- 6.2.2 Although the existing built form is likely to provide substantial screening to the proposed development, the proposal might be visible from locations outside the identified study area. It is therefore proposed that the Zone of Theoretical Visibility (ZTV) map resulting from the proposal would be used to select the viewpoints to assess the visual impact, which might extend beyond 1km radius.

6.3 Baseline Conditions

- 6.3.1 The TVIA includes townscape and visual baselines. In both cases, the work produced is a result of desk-based study and site visit observations.
- 6.3.2 The townscape baseline aims to understand and identify the character of the study area including the specific elements, features and aesthetic factors that define it. Ultimately, such understanding provides substantial evidence to the definition of the townscape value of the study area.
- 6.3.3 On the other hand, the visual baseline is concerned with the visibility of the development, identification of the visual receptors and of the representative viewpoints.

6.4 Key Receptors and Potential Impacts

6.4.1 Based on the available development parameters, it is expected that the proposals would have some townscape and visual impact. The significance of the resulting effects would be subject to the final layout, massing and height details.

6.4.2 The proposal is likely to result in some significant effects, as per EIA definition (see detailed methodology in Appendix D), particularly concerning visual receptors in close proximity of the Site. The viewpoints, which will be selected in discussion with the local authority, will represent views experienced by different receptors at different distances and angles from the Site.

6.4.3 Considering the strong and diverse urban character within the study area, as well as the continuing evolution of the Manchester townscape, it is unlikely that significant effects will be identified on the townscape receptors within the study area. These receptors include:

- Manchester skyline;
- The townscape setting of Castlefield Conservation Area; and
- The character of the City Centre Strategic Character Area.

6.4.4 It should be noted that the above assumption on likely significant effects and the proposed receptors are based on a high-level, preliminary review of the Site's context. Further, considerations on both TVIA aspects will be needed once the townscape and visual baseline conditions are further investigated and detailed.

6.5 Approach and Method

6.5.1 The TVIA will be prepared in accordance with the guidelines as set out in 'Guidelines for Landscape and Visual Impact Assessment: Third Edition', (GLVIA3) published by the Landscape Institute and the Institute of Environmental Management and Assessment. However, given the urban nature of the context of the Site, the GLVIA3 approach is applied with reference to townscape impact rather than landscape impact. The term townscape is, in fact, used to encompass all the urban and landscape characteristics of the Site and its context.

6.5.2 In accordance with the GLVIA3 approach to assessment, there are two key effects to be considered in the eventual preparation of the full TVIA report:

- Townscape Effects relate to changes in the fabric, character and quality of the urban landscape. These include direct impacts such as loss of vegetation and

additional built form, or indirect impacts such as changes to tranquillity. Townscape effects do not need to be solely visible.

- Visual Effects relate to specific changes in views and the effects on visual receptors (e.g. users of public rights of way or recreational facilities). Changes to the visual setting of protected cultural heritage features are also considered (e.g. Scheduled Monuments, Listed Buildings and Conservation Areas).

6.5.3 A detailed methodology of how the appraisal of townscape and visual effects is carried out can be found in Appendix D.

References

6.5.4 The proposed methodology for undertaking the TVIA will follow available best practice and guidance, namely:

- 'Guidelines for Landscape and Visual Impact Assessment', (GLVIA3) produced by the Landscape Institute with the Institute of Environmental Management and Assessment (Third Edition, 2013);
- 'Visual Representation of Development Proposals'. Technical Guidance Note 06/19, by the Landscape Institute (17 September 2019);
- 'Townscape Character Assessment', Technical Information Note 05/2017, by the Landscape Institute (5 December 2017);
- 'Residential Visual Amenity Assessment' (RVAA), Technical Guidance Note 2/19, by the Landscape Institute (15 March 2019); and
- 'Design Manual for Roads and Bridges: Volume 11', Section 3 Environmental Assessment Techniques (August 2009).

6.5.5 The desk-based study related to the baseline information will include the following documents:

- Ordnance Survey 1:10,000 scale Application Site-centred digital raster map;
- National Planning Policy Framework (February 2019);
- Manchester City Council Core Strategy (2012);
- Local Development Framework: Strategic Level City-wide Urban Characterisations for Core Strategy;
- Multi-Agency Geographic Information for the Countryside (MAGIC): Web-based interactive GIS mapping site (www.magic.gov.uk); and

- Aerial photography: Google Maps (<http://maps.google.co.uk>).

6.6 Consultation

- 6.6.1 No formal consultation to discuss the scoping of the TVIA has been undertaken so far. However, it is intended to carry out further consultation with the relevant officers at Manchester City Council regarding the viewpoints and townscape receptors selections and approach to the assessment of the significance of effects, including requirements for technical visualisations and cumulative assessment.

7 BUILT HERITAGE

7.1 Introduction

7.1.1 The EIA will identify any likely significant effects of the Proposed Development on visible, above-ground built heritage, in this case specifically listed buildings, Conservation Area/s, and non-designated heritage assets.

7.1.2 The assessment of built heritage will be undertaken by Bidwells.

7.2 Baseline Conditions

7.2.1 There are no Statutorily Listed Buildings, Registered Parks and Gardens or non-designated heritage assets within the Site.

7.2.2 The Site is located adjacent to the Castlefield Conservation Area. The Conservation Area was designated on 13th October 1979 and was extended in 1985 to include the area bounded by Ellesmere Street, Hulme Hall Road and the River Irwell. It is one of the largest Conservation Areas in Manchester. The designation recognises a part of city that was at the heart of dramatic industrial growth in the 18th and 19th centuries, focussed on the canal basin and railway lines.

7.3 Key Receptors

7.3.1 There are a number of listed buildings within the vicinity of the site; however, those whose settings may be regarded as being potentially affected by the proposed development are listed below:

- Bridgewater Canal Offices (Grade II);
- Artingstalls Auctioneers (Castlefield Congregational Chapel) (Grade II);
- Merchants Warehouse (Grade II);
- Middle Warehouse (Grade II);
- Floodgate on East side of Knott Mill Bridge (Grade II);
- Boundary Stone on Knott Mill Bridge (Grade II);
- G-Mex (Manchester Central Convention Complex) (Grade II*);
- Manchester South Junction and Altrincham Railway Viaduct (Grade II);
- Deansgate Station (Grade II);
- Deansgate Goods Station and Attached Carriage Ramp (Grade II*);
- 235-291 Deansgate (Grade II); and

- Castlefield Information Centre (Grade II).

7.3.2 There are also a number of non-designated buildings located within close proximity of the site and which may have a relationship with it:

- Dukes 92 Bar, 8 - 25 Castle St;
- Bass Warehouse, 4 Castle Street;
- Eastgate, 2 Castle Street;
- The Atlas Bar, 376 Deansgate;
- 4 Jordan Street;
- 5-7 Constance Street;
- 1 Constance Street/10a Little Peter Street;
- 8-12 Hewitt Street/21 Little Peter Street; and
- 357-361 Deansgate.

7.3.3 Consideration has also been given to the setting of assets further afield where the proposals may be considered to impact on them. Where impacts have been discounted as a result of this assessment, no further analysis has been made of these assets.

7.4 Potential Impacts

7.4.1 Impacts on built heritage assets during the construction and development process can be derived from a number of activities. These impacts may be direct (physical) impacts to on-site assets, or indirect effects on the setting of off-site assets. These impacts may include:

- Site set-up works, including contractors compound set-up and associated temporary services, levelling work and other preparatory groundworks including remediation for Unexploded Ordnance and chemical contaminants;
- Construction including demolition, earthworks, foundation excavation or pile installation, service installation, road construction and visual impacts resulting from construction cranes and building activity;
- Landscaping, including ground reduction or levelling and creation of attenuation tanks and ponds; and

- The visual, acoustic, traffic and other effects of the completed development on the significance or setting of built and historic landscape heritage assets.

7.5 Assessment Approach and method

7.5.1 An assessment of the significance of the identified heritage assets in accordance with NPPF paragraph 189, and an impact assessment in relation to the potential impacts of the proposals will be undertaken. The results of these assessments will be set out within the ES chapter. A Heritage Statement will also be prepared and appended to the ES chapter.

7.5.2 The Built Heritage ES chapter and Heritage Statement will include details of the following:

- A site visit;
- A review of cartographic and archival evidence for the Site and relevant assets;
- An examination of national, regional and local planning policies in relation to the built heritage and historic landscape;
- An assessment of the significance of the identified heritage assets;
- An assessment of the potential impacts of the proposals on the identified heritage assets; and
- Relevant listed building List Entries.

8 DAYLIGHT AND SUNLIGHT

8.1 Introduction

- 8.1.1 An assessment of the likely significant effects arising from the Proposed Development on the daylight, sunlight and overshadowing will be undertaken by GIA and included within the ES.
- 8.1.2 The ES chapter will present an assessment of the potential effects of the Proposed Development on daylight, sunlight and overshadowing which will be identified through desk-based research and site surveys. The approach proposed in this Scoping Report has been informed by published best practice guidance.

8.2 Baseline Conditions

- 8.2.1 Baseline studies are currently being undertaken by GIA. The baseline assessment will review the current daylight and sunlight conditions within each of the surrounding residential properties, along with the sunlight availability to the surrounding amenity areas.

8.3 Legislative and Policy Context

- 8.3.1 The assessment will be carried out with due regard to the following:
- National Planning Policy Framework 2018;
 - Manchester Core Strategy (2012 – 2027);
 - Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted April 2007);
 - Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice', Second Edition, 2011; and
 - British Standard (BS) 8206-2:2008: 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

8.4 Assessment Methodology and Significance Criteria

Methodology for Determining Baseline Conditions and Sensitive Receptors

Key Receptors

- 8.4.1 The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that:

“the guidelines are intended for use for rooms in adjoining dwellings where light is required, including living rooms, kitchens and bedrooms.”

8.4.2 The following properties will be considered due to their proximity to the Site, and their use:

- Deansgate Quay;
- North Tower, Deansgate Square; and
- Castle Wharf.

8.4.3 Other adjacent residential properties have been considered and due to the distance and orientation from the proposed development, they are unlikely to be affected, so they have not been assessed in detail.

Methodology for Determining Demolition and Construction Effects

8.4.4 Owing to the evolving and changing nature of demolition and construction activities, and as effects during these phases will gradually increase to the potential effects identified for the completed Proposed Development, the assessment of potential effects during demolition and construction of the Proposed Development on daylight and sunlight to surrounding properties will not be modelled. Instead, a qualitative assessment will be undertaken using professional judgement and experience.

Methodology for Determining Operational Effects

8.4.5 The following approaches will be undertaken to assess the effect on the sensitive receptors of surrounding properties when the Proposed Development is completed and operational:

Daylight:

- Vertical Sky Component (VSC); and
- No Sky Line (NSL) Method.

Sunlight:

- Annual Probable Sunlight Hours.

Outline Approach for Daylight and Sunlight

8.4.6 The technical analyses carried out to inform the daylight, sunlight, and overshadowing, assessment will be undertaken by creating a digital three-dimensional (3D) model of the existing Site and Proposed Development.

- 8.4.7 The 3D model uses Waldram Diagrams to establish the VSC and 3D geometric calculations for daylight distribution. This model (which is orientated to north by the use of Ordnance Survey (OS) information) enables the path of the sun to be tracked throughout the year to establish the shadow cast by the existing and proposed buildings and thus calculate the sun hours on ground in each scenario.
- 8.4.8 Only those surrounding residential properties which have windows facing towards the Site will be included in the assessment. If a nearby residential property has no windows facing the Site, these properties would not be affected by the Proposed Development in terms of light.

Daylight

Vertical Sky Component (VSC) Method

- 8.4.9 The VSC method of assessment is defined in the BRE Guidelines as the:

“ratio of that part of illuminance at a point on a given vertical plane that is received directly from a CIE standard overcast sky, to illuminate on a horizontal plane due to an unobstructed hemisphere of this sky”.

- 8.4.10 This ratio is the percentage of the total unobstructed view that is available, once obstructions (e.g. the Proposed Development), are placed in front of the point of view.
- 8.4.11 The assessment is calculated from the centre of a window on the outward face and measures the amount of light available on a vertical wall or window following the introduction of visible barriers, such as buildings. The VSC has been calculated by using a 'Waldram Diagram'.
- 8.4.12 The Waldram Diagram is effectively a snapshot is taken from that point of the sky in front of the window, together with all relevant obstructions to it, i.e. the buildings. For calculation purposes, trees may be ignored unless they form dense continuous belts.
- 8.4.13 The maximum VSC value is almost 40% for a completely unobstructed vertical wall or window. In terms of assessment criteria, the BRE Guidelines state that:

“if the VSC, with the development in place, is both less than 27% and less than 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of skylight. The area lit by the window may appear more gloomy and electric lighting will be needed more of the time”.

No Sky Line (NSL) Method

- 8.4.14 The BRE Guidelines provide that where room layouts are known, the effect on the daylight distribution can be calculated by plotting the NSL. In terms of the surrounding receptors, it has not been possible to obtain room layouts for all of the properties and therefore layouts have been assumed where information is not available.
- 8.4.15 The NSL method is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. The NSL divides those areas of the working plane which can receive direct sky light from those which cannot. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required.
- 8.4.16 The potential effects of daylighting distribution in an existing building can be found by plotting the NSL in each of the main rooms. For houses, this will include living rooms, dining rooms and kitchens. Bedrooms should also be analysed, although they are less important. The BRE Guidelines identify that if the area of a room that does receive direct sky light is reduced to less than 0.8 times its former value, then this would be noticeable to its occupants.
- 8.4.17 BS 8206 Part 2 states (para 5.7) that the:

"uniformity of daylight is considered to be unsatisfactory if a significant part of the working plane (normally more than 20%) lies behind the no-sky line".

- 8.4.18 Therefore, it is implied that an NSL of at least 80% would be considered satisfactory.
- 8.4.19 In regards to deep rooms which are lit by windows on one side, the BRE Guidelines state (para. 2.2.10):

"If an existing building contains rooms lit from one side only and greater than 5 m deep, then a greater movement of the no sky line may be unavoidable."

Sunlight

Annual Probable Sunlight Hours (APSH) Method

- 8.4.20 Sunlight is measured using a sun indicator which contains 100 spots, each representing 1% of APSH. Therefore, where no obstruction exists the total annual probable sunlight hours would amount to 1486 and therefore each spot equates to 14.86 hours of the total annual sunlight hours.

8.4.21 The number of spots is calculated for the Baseline and Proposed Development scenarios during the year and also during the winter period, and a comparison made between the two. This provides a percentage of APSH for each of the time periods for each window assessed.

8.4.22 The BRE Guidelines note that:

"In housing, the main requirement for sunlight is in living rooms, where it is valued at any time of day, but especially in the afternoon."

"all main living rooms of dwellings...should be checked if they have a window facing within 90° of due south. Kitchens and bedrooms are less important, although care should be taken not to block too much sun".

"If the main living room to a dwelling has a main window facing within 90° of due north, but a secondary window facing within 90° of due south, sunlight to the secondary window should be checked."

"...a south facing window will, in general, receive most sunlight, while a north facing one will receive it only on a handful of occasions. East and west facing windows will receive sunlight only at certain times of day".

8.4.23 In regards to existing surrounding receptors, the BRE Guidelines provide that a window may be adversely affected if a point at the centre of the window receives for the whole year, less than 25% of the APSH, including at least 5% of the APSH during the winter months (21st September to 21st March) and less than 0.8 times its former sunlight hours during either period, and if there is a reduction in total APSH which is greater than 4%.

8.4.24 BS 8206 Part 2 (section 5.2) states that:

"Provided that the entry of sunlight is properly controlled, it is generally welcome in most buildings in the UK. Dissatisfaction can arise as much from the permanent exclusion of sunlight as from its excess. The provision of sunlight is important in dwellings, particularly during winter months. Sunlight is especially valued in habitable rooms used for long periods during the day."

"Interiors in which the occupants have a reasonable expectation of direct sunlight should receive at least 25% of probable sunlight hours (see 2.10.2). At least 5% of probable sunlight hours should be received during the winter months, between 21 September and 21 March. Sunlight is taken to enter an interior when it reaches one or more window reference points."

8.4.25 Therefore, an assessment of sunlight is only required for living rooms that face within 90 degrees of due south.

Significance of Effects

8.4.26 The BRE Guidelines provide the criteria in Table 8.1 below to calculate daylight and sunlight impact assessments. This is used to calculate the significance of effects on nearby receptors.

Table 8.1: BRE Guidelines	
Method	BRE Criteria
VSC	A window may be adversely affected if its VSC measured at the centre of the window is less than 27% and less than 0.8 times its former value.
NSL	A room may be adversely affected if the daylight distribution (NSL) is reduced beyond 0.8 times its existing area.
APSH	A window may be adversely affected if a point at the centre of the window received for the whole year, less than 25% of the APSH including at least 5% of the APSH during the winter months (21st September to 21st March) and less than 0.8 times its former sunlight hours during either period, and for existing neighbouring buildings, if there is a reduction in total APSH which is greater than 4%.

Significance Criteria

Daylight and Sunlight Magnitude of Effect

8.4.27 For daylight and sunlight, the BRE Guidelines outline the approach within the accompanying Appendix I, in terms of assigning criteria to assess the effects (para I3-I8) :

“Adverse impacts occur when there is a significant decrease in the amount of skylight and sunlight reaching an existing building where it is required...The assessment of impact will depend on a combination of factors, and there is no simple rule of thumb that can be applied.”

“Where the loss of skylight or sunlight fully meets the guidelines, the impact is assessed as negligible or minor adverse. Where the loss of light is well within the guidelines, or only a small number of windows or limited area of open space lose light (within the guidelines), a classification of negligible impact is more appropriate. Where the loss of light is only just within the guidelines and a larger number of windows or open space are affected, a minor adverse impact would be more appropriate, especially if there is a particularly strong requirement for daylight and sunlight in the affected building or open space.”

“Where the loss of skylight or sunlight does not meet the guidelines in this book, the impact is assessed as minor, moderate or major adverse. Factors tending towards a minor adverse impact include:

- *Only a small number of windows are affected;*
- *The loss of light is only marginally outside the guidelines;*
- *An affected room has other sources of skylight or sunlight; and*
- *The affected building only has a low level of requirement for skylight or sunlight.”*

8.4.28 The classification of major adverse is documented within Paragraph 7 of the BRE Guidelines:

“Factors tending towards a major adverse impact include:

- *a large number of windows are affected;*
- *the loss of light is substantially outside the guidelines;*
- *all the windows in a particular property are affected; and*
- *the affected indoor spaces have a particular strong requirement for skylight or sunlight, e.g. a living room in a dwelling”.*

Beneficial impacts occur when there is a significant increase in the amount of skylight and sunlight reaching an existing building. Beneficial impacts should be worked out on the same principals as adverse impacts.”

8.4.29 Therefore, best practice guidance and professional judgment will be used to determine any impacts based on the guidance set out in Appendix I of the BRE Guidelines. Potential effects will be identified as beneficial, adverse or negligible, and their magnitude of effects will be set out as Minor, Moderate and Major.

8.4.30 The initial numerical criteria for determining the magnitude of effect is based on percentage alterations, as set out in Table 8.2 below.

Table 8.2: Determining Magnitude of Effect	
Magnitude of Effect	Percentage Alteration
Major	40%+
Moderate	30-39.9%
Minor	20-29.9%
Negligible	0-20%

Sensitivity of Identified Receptor

- 8.4.31 It is important that the location and nature of the Proposed Development site and surrounding is considered when determining the significance of any impacts identified. The BRE Guide is very clear that the targets provided are not mandatory. This scope and view should also be followed through to the sensitivity of the surrounding receptors. There should be an expectation that a higher degree of obstruction is inevitable in an area which has been identified as having clear development potential under the Strategic Planning Framework.
- 8.4.32 For these reasons, the surrounding receptors may have a lower sensitivity to change than those located in less dense areas. Sensitivity classification will be assigned on how the proposed receptor is able to accommodate or adapt to the effect of the Proposed Development and will be based on professional judgement and the scope of the BRE Guide.

Significance of Effects

- 8.4.33 The significance of any identified environmental effects will be determined by the assessment of their magnitude against their sensitivity. Table 8.3 below illustrates how the sensitivity of the receptors and the magnitude of any effect combine to confirm significance.

Table 8.3: Significance of Effects			
Magnitude	Sensitivity		
	High	Moderate	Low
Major	Major Adverse/Beneficial	Major – Moderate Adverse/Beneficial	Moderate – Minor Adverse/Beneficial
Moderate	Major – Moderate Adverse/Beneficial	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial
Minor	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor – Negligible
Negligible	Negligible	Negligible	Negligible

8.4.34

- 8.4.35 When assigning significance criteria for daylight and sunlight effects, professional judgement will be used. Consideration will be given to the proportion of rooms/windows affected, as well as the percentage alterations, absolute changes, sensitivity of the receptor, and any other relevant factors, such as there may be mitigating factors such as location and nature of development, balconies, overhangs or design features which may also affect the determination of assigning the criteria.

Cumulative Assessment

8.4.36 Schemes under construction and with planning consent but not under construction have been included in the baseline, in line with the BRE Guide, and so no separate technical assessment of the cumulative impact will be required.

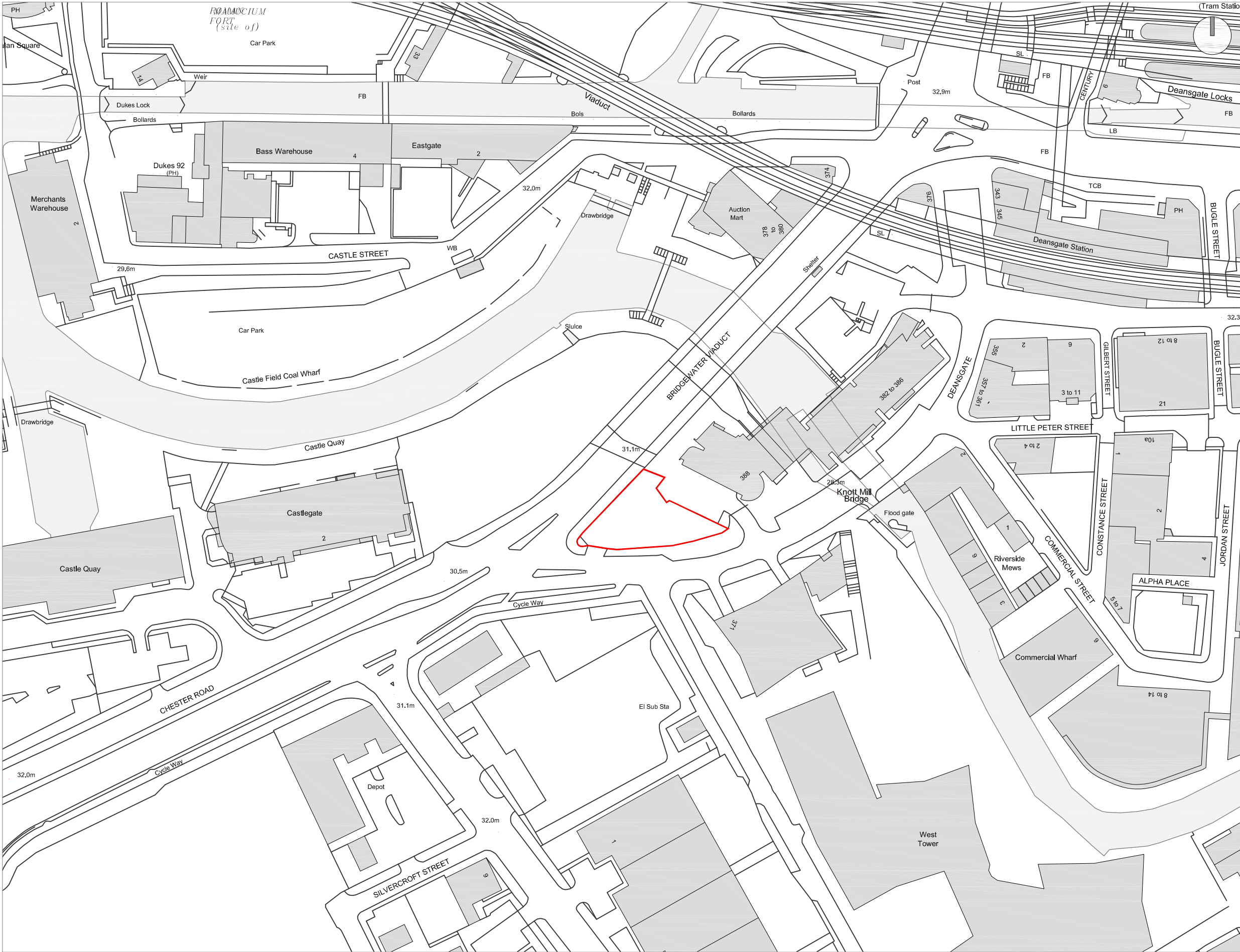
9 SUMMARY

9.1.1 This Scoping Report has been produced to inform MCC of the proposed scope of the ES. In summary it is proposed that the ES will include the following chapters:

1. Introduction;
2. Approach and Scope;
3. Site Description;
4. Development Description;
5. Consideration of Alternatives;
6. Noise;
7. Air Quality;
8. Townscape and Visual;
9. Built Heritage;
10. Daylight and Sunlight; and
11. Summary of Residual and Cumulative Effects.

Appendix A

Site Location Plan



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Figured dimensions only to be taken from this drawing. DO NOT SCALE. All contractors must visit the site and be responsible for checking all setting out dimensions and notifying the architect of any discrepancies prior to any manufacture or construction work.

NOTES:

KEY:

- Site Boundary
- Site Area: 665 sqm

REV	DATE	NOTES	CHK
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Client

FUSION STUDENTS

Project

DEANSGATE SOUTH
MANCHESTER

Drawing Title

EXISTING
SITE LOCATION PLAN

Drawn	Checked	Paper Size	Scale	Date
CMc	ML	A3	1:1250	AUG 2020
Project No.			Drawing No.	Revision
20269			0200	00

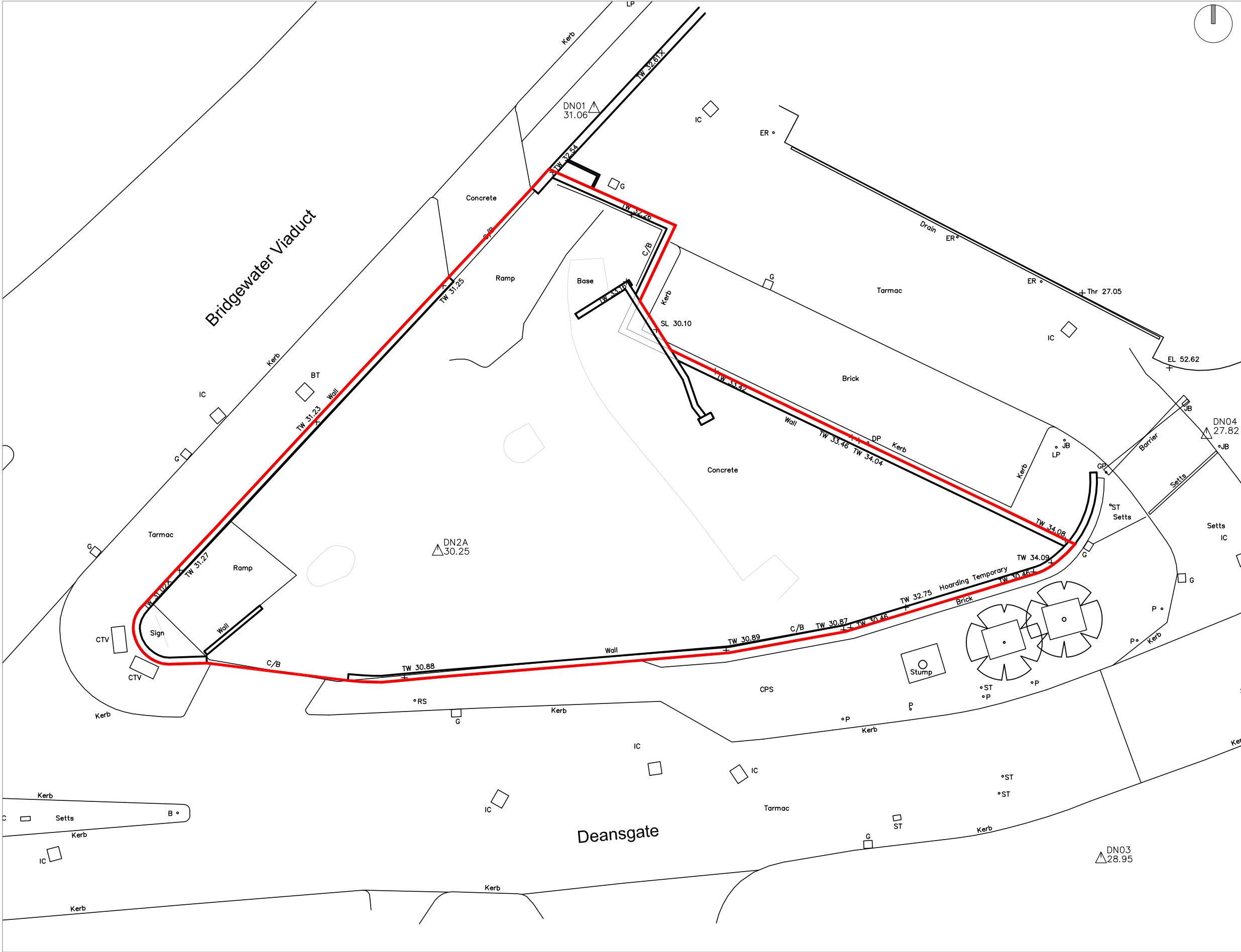
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Warwick
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Brook Hall Brook Street Warwick CV34 4BL
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Appendix B

Existing Site Plan



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NOTES:

KEY:

- Site Boundary
- Site Area: 665 sqm

REV	DATE	NOTES	CHK
-----	------	-------	-----

Client

FUSION STUDENTS

Project

DEANSGATE SOUTH
MANCHESTER

Drawing Title

EXISTING
SITE PLAN

Drawn	Checked	Paper Size	Scale	Date
CMc	ML	A3	1:200	AUG 2020
Project No.		Drawing No.		Revision
20269		0201		00

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1

EXISTING SITE PLAN

1:200

Appendix C

Proposed Ground Floor Plan

KEY:

— SITE BOUNDARY

STUDENT ACCOMMODATION

-  ONE BED 22 SQM
-  STUDIO 18 SQM
-  SOCIAL STUDIO 15 SQM
-  EN-SUITE 12.5 SQM
-  TWODIO 31 SQM
-  SOCIAL SPACE
-  PLANT / CYCLES / BINS

REV	DATE	NOTES	CHK
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Client

FUSION STUDENTS

Project

DEANS GATE SOUTH
MANCHESTER

Drawing Title

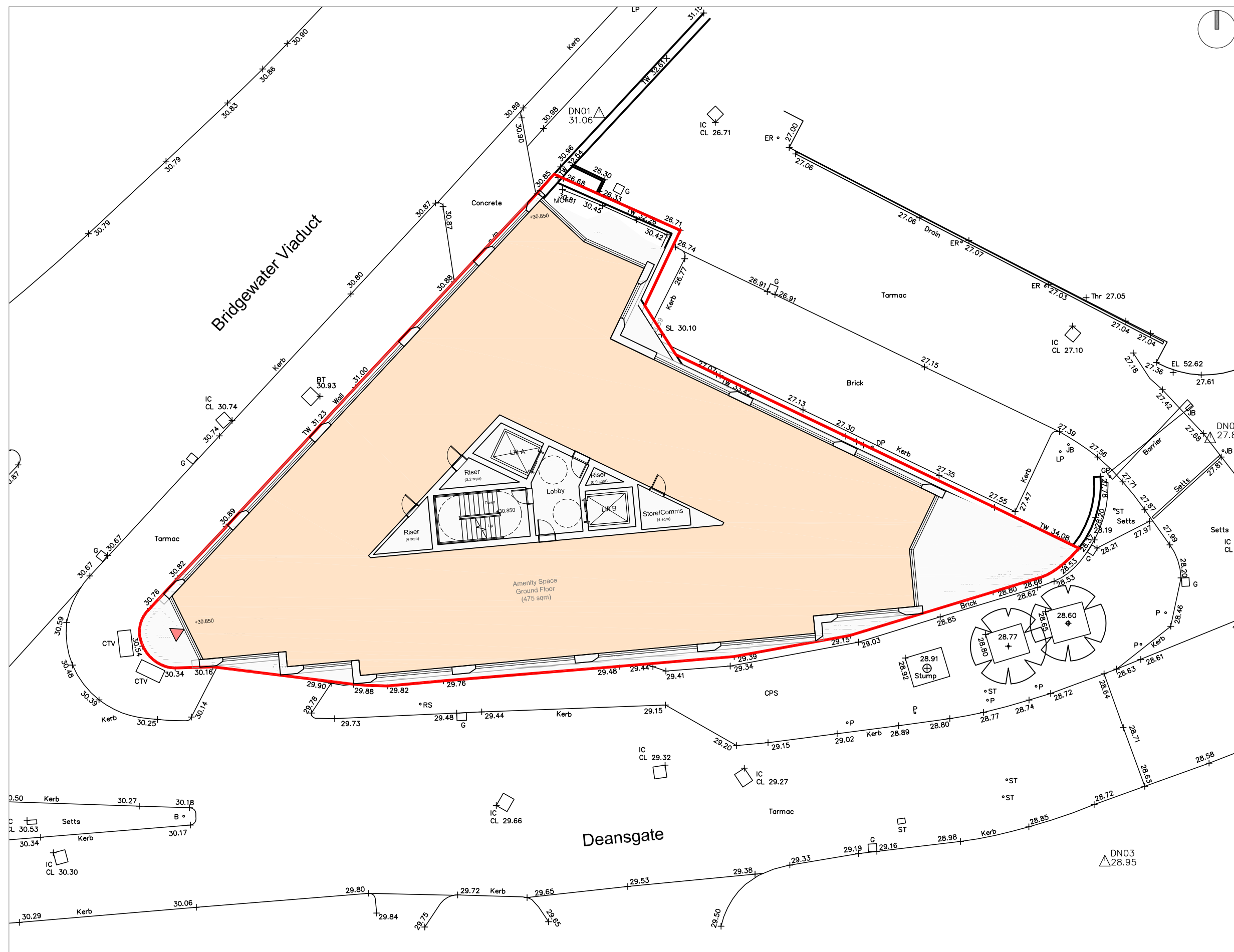
PROPOSED
PLAN
GROUND FLOOR

Drawn	Checked	Paper Size	Scale	Date
CMC	ML	A3	1:200	SEP 2020
Project No.			Drawing No.	Revision
20269			0141	00

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Appendix D

Townscape and Visual Methodology

APPENDIX D

TOWNSCAPE AND VISUAL METHODOLOGY

The assessment will be prepared in accordance with the guidelines as set out in “Guidelines for Landscape and Visual Impact Assessment: Third Edition”, (GLVIA3) published by the Landscape Institute and the Institute of Environmental Management and Assessment. However, given the urban nature of the context of the Site, the GLVIA3 approach is applied with reference to townscape impact rather than landscape impact. The term townscape is in fact used to encompass all the urban and landscape characteristics of the Site and its context.

The ‘Design Manual for Roads and Bridges: Volume 11’ (DMRB), Section 3 Environmental Assessment Techniques (August 2009) is also considered where appropriate. Particularly, reference is made to Chapter 8 ‘Variation for Urban Scheme’ which emphasises the assessment of impact on townscape features.

Similarly, the ‘Residential Visual Amenity Assessment’ (RVAA), Technical Guidance Note 2/19, and the ‘Townscape Character Assessment’, Technical Information Note 05/2017, by the Landscape Institute have been considered in the definition of the assessment criteria presented in Table 1 and 2.

Preparation of this assessment involves the following key stages:

- Baseline survey;
- Identification of sensitive townscape and visual receptors;
- Description and quantification of the changes to the baseline;
- Identification of potential effects;
- Evaluation of the predicted effects; and
- Identification of mitigation measures.

Effects are assessed on townscape receptors, (townscape impact assessment) and visual receptors (visual impact assessment). The significance of effect on a receptor is a function of the sensitivity of the receptor and the magnitude of change caused by the proposed development.

Given the urban context, the density of development may restrict the geographical scope for the townscape effects; the definition of the study area is based on the Townscape Character Assessment and field study. However, the area within which significant effects on view and visual amenity are predicted to occur may be larger, the study area for visual effects is informed by the Zone of Theoretical Visibility mapping.

Viewpoints photography

Consultation with the Local Authority is undertaken to decide the appropriate technical visualisation Types. Unless otherwise stated in the relevant Appendix, appropriate Visualisation Type and AVR have been prepared as per the Landscape Institute guidance (Visual

Representation of Development Proposals, Landscape Institute Technical Guidance Note, 06/19 (TGN 06/19)).

It should be noted that the images taken from the viewpoints illustrate the views from these locations, but there is no substitute for visiting the Site personally to ascertain the views and potential impacts.

Baseline Survey

The baseline survey is carried out to record and analyse the existing townscape characteristics and relevant townscape or landscape policies. The baseline survey will inform the value of the townscape and visual resources within the study area.

The baseline survey includes:

- Desk study to identify the landscape character and likely Zone of Theoretical Visibility (ZTV);
- Research to establish the townscape context including nature conservation interest;
- Site visit/s; and
- An analysis of townscape characteristics in order to understand how they are made up and experienced as well as ascertaining their relative sensitivity.

Assessment of potential effects

The development effects are considered for both townscape and visual receptors. The term 'receptor' is used in landscape and visual impact assessments to mean an element or assemblage of elements that will be directly or indirectly affected by the proposed development. In this instance, townscape receptors are considered due to the urban nature of the Site's context. The baseline survey informs the identification of sensitive receptors.

In both townscape or visual terms, the sensitivity of the receptor is a function of the value and susceptibility to change.

Identification of the value attached to the views is dependent upon the location and context of the viewpoint and viewing opportunities, as illustrated by the viewpoints. Key consideration is the presence of designations or recognition of the particular value of the view in relation to heritage assets, guided books or touristic maps, etc. Visual susceptibility is defined by the occupation or activity of the people experiencing the views at particular locations and by the extent to which their attention or interest may be focused on the views.

Assessing townscape receptor value is a complex task often subjective to the individual due to perception and experience. This includes understanding the value of the townscape receptors for which box 5.1 of the GLVIA3 provides useful factors to aid the identification of the value of landscape; some of these factors are also applicable to townscape value. The DMRB guidance also lists a series of parameters that should be taken into consideration to assess the character and quality of the townscape. It is noted that, while the presence of designations and their hierarchy is an important factor to define the townscape value, this is also dependent on the perceived scenic quality of the area, its distinctiveness, historical and cultural association. Therefore, the absence of designations does not equate to a low value.

It should be noted that tranquillity is also considered, as per GLVIA guidance, to define the townscape receptors value. According to the 'Tranquillity – an Overview' Technical Information Note 01/2017 by the Landscape Institute *'The interpretation of tranquillity is often linked to an*

association or engagement with the natural environment and it is this interpretation that places the term within the realms of landscape related study and research. Tranquillity is commonly associated with ‘wildness’ and ‘remoteness’ but it is widely recognised that none of these terms is synonymous.’ Although the definition seems to contradict the typical characteristics of a townscape (i.e. not remote or wild, but crowded and urbanised) the ‘relative tranquillity in an urban greenspace may be very high, despite intrusion from background traffic noise or the presence of many other people.’ Therefore, tranquillity should be considered and valued where appropriate, considering also that planning policies typically encourage development to maintain or improve the existing level of tranquillity. For the purpose of this TVIA the following criteria are to be considered to establish whether tranquillity is a factor that raises value of the townscape receptors or not:

- Proximity to urban greenspace or countryside;
- Traffic disturbance;
- Noise disturbance;
- Existing uses (i.e. residential, commercial, educational, recreational, etc);
- Tranquillity maps, if available (i.e. CPRE and The Countryside Agency mapping); and
- Hard and softworks balance.

Finally, with regard to the value of townscape receptors, it is considered that recent positions adopted nationally and locally by several public and government bodies declaring the climate change emergency urges assessment works to cautiously include this as a criterion to define receptor values. With the rise of literary evidence supporting the role of green spaces in relation to public health and wellbeing, it appears sensible to consider this parameter as an indicator of the value and distinctiveness of landscape elements within an urban context.

Landscape susceptibility is defined as “the ability of the landscape (whether it be the overall character or quality/condition of a particular landscape type or area, or an individual element and/or feature, or a particular aesthetic and perceptual aspect) to accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies” (Paragraph 5.40 of GLVIA3). Such definition applies to townscape susceptibility within the TVIA.

The principles to identify visual and townscape receptors sensitivities are set out in Table 1.

Table 1 - Receptors sensitivity

SENSITIVITY	RECEPTOR	CHARACTERISTICS
HIGH	Townscape receptor	Value: Resources of national importance or protected by an Act of Parliament, such as Grade I and Grade II* Listed Buildings. There are strong historic and cultural associations and the receptor makes a positive contribution to the character of the Conservation Area, if any. Distinctive urban landscape features, nationally designated areas as well as Site of Scientific Interest, National Parks, and Scheduled Ancient Monuments with no or limited potential for substitution.

SENSITIVITY	RECEPTOR	CHARACTERISTICS
		The value of such townscape is usually well recognised due to high aesthetic appeal and intact townscape features, with particular consideration for award-winning architecture or landscapes. There is a distinctive and strong sense of place. The buildings' materiality and streetscape are coherent and make an important contribution to the local character. This townscape makes a large contribution to the public's recreational experience and health/wellbeing of the relevant community. Tranquillity is an important feature of the receptor's context and qualities. This receptor or elements of it greatly contribute to mitigating climate change. Susceptibility: The receptor cannot accommodate the Proposed Development without notable consequences for the maintenance of the baseline and/or relevant planning policy
	Visual receptors	Value: The view is valued at a national or regional level. The view is of high scenic quality, often protected by planning designations. It is a visitor destination, or heritage asset, where views of the surroundings are an important contributor to the experience. The townscape aesthetic is visually intact and coherent, there are no detracting/deteriorated features. There are references to the view in literature or art, or the view appears in guidebooks or on tourist maps. It is a strategic location or viewpoint which may attract a large number of viewers. Susceptibility: Communities or residents at home, where views contribute to the setting or visual amenity (primary/main view) of the house or settlement. Travellers on recreational or scenic routes, (including public rights of way) where awareness of views is likely to be high. People who are engaged in outdoor recreation, whose attention or interest is likely to be focussed on the landscape, or on particular views.

SENSITIVITY	RECEPTOR	CHARACTERISTICS
MEDIUM	Townscape receptor	Value: Components of the landscape which are of regional or local importance such as Regional and County Parks or Wildlife Sites; townscape with elements which are protected or valued through local or neighbourhood planning policies, such as conservation areas, protected open space or group of listed buildings. Limited potential for substitution. Limited historic and/or cultural associations. The condition of this townscape is of moderate aesthetic appeal and distinctive features are replicated elsewhere in the local or regional context (i.e. they are not unique). There are detractive elements such as main transport infrastructure or industrial areas. It makes a moderate contribution to the public's recreational experience and health/wellbeing of the relevant community. Tranquillity is not a prevailing feature of the receptor's character and value. This receptor or elements of it contribute moderately to mitigating climate change. Susceptibility: The receptor has some ability to accommodate the Proposed Development. There would be some consequences for the maintenance of the baseline and/or landscape planning policy.
	Visual receptors	Value: The view is valued at a local level. It is mostly frequented by local people. The view is not publicised or signposted. It is reasonably attractive but otherwise unremarkable. There are some detracting features in the views. Susceptibility: Travellers on road, rail, or local paths for which views are not the primary focus, although they do contribute to the setting of the route. In residential visual amenity terms, it is a secondary/periphery view.
LOW	Landscape receptor	Value: Component of the townscape with limited interest, weak or discordant elements and elements of distraction that interfere with the quality of the area. The townscape/features are rarely intact and/or in poor condition, with little or no aesthetic appeal.

SENSITIVITY	RECEPTOR	CHARACTERISTICS
		Lack of designations or distinctive elements. Without historic/cultural association. Resources of local importance with potential for substitution. Makes little or no contribution to the public's recreational experience and health/wellbeing of the relevant community. Tranquillity does not contribute to the quality of the receptor and its context. This receptor or elements of it make little contribution to mitigating climate change. Susceptibility: The receptor has the ability to readily accommodate the Proposed Development without undue consequences for the maintenance of the baseline and/or landscape planning policy.
	Visual receptors	Value: The view is not valued, or is of limited local value. The view is of low aesthetic quality and may detract from the surroundings. It is not a publicly accessible location. Susceptibility: People engaged in activities which do not involve or depend upon the appreciation of views of the surrounding landscape. People at their place of work, whose attention may be focussed on their work or activity, not on their surroundings, and where the setting is not important to the quality of life.

The effects of the proposal are quantified by identifying the magnitude of the change on the townscape and the visual receptors described in the baseline.

The magnitude of change on townscape features and characters includes consideration of the scale and nature of features either removed or introduced, the extent of loss of vegetation and other urban features and the degree to which the townscape character may be altered. The magnitude of townscape effects resulting from the construction and/or the operation of a particular development is categorised as high, medium, low or negligible. In accordance with the approach advocated in Paragraphs 5.48 – 5.52 of GLVIA3, the magnitude of townscape effect considers the size and scale of the change, the geographical extent over which each townscape effects would be felt and their duration and reversibility.

The magnitude of visual effect is gauged by the degree to which specific views would change with the development and the type of viewer. The magnitude of visual effect is categorised as high, medium, low, or negligible which is in accordance with the guidance on the use of word scales that is provided in Paragraph 3.27 of GLVIA3. The magnitude of visual change takes into

account possible changes in a receptor's view caused by the construction and/or operation of the development. This would also depend upon distance, for example, on views of increasing distance the effect becomes less.

The magnitude of visual and townscape effects is generally assessed in relation to size or scale, geographical extent of the area influenced, and duration and reversibility.

Table 2 defines the magnitude of effects on the townscape and visual receptors.

Table 2 - Magnitude of effects

MAGNITUDE OF EFFECTS	RECEPTOR	CHARACTERISTICS
HIGH	Townscape receptor	Size and/or scale: The extent and relative proportion of the urban element(s) to be lost/added would be large and/or the lost/added element(s) make a key contribution to townscape character and/or value. Introduction of new built elements that would be likely to be perceived to be a dominant urban feature. Large scale alteration to the aesthetic and perceptual characteristics of the townscape. The proposal is in great contrast with the receptor key qualities. Geographical extent: Effects would be discernible across a large majority or the entirety of the townscape designation or character area associated to the receptor. Duration and reversibility of effects: Effects of the introduction of new features would be long-term i.e. will last for over 15 years or will be permanent. Loss of townscape features that are irreplaceable or can only be replaced in the long-term.
	Visual receptors	Size and/or scale: A major change or obstruction of a view appearing as a dominant or prominent feature. If effects on the residential visual amenity are considered, the proposal is blocking the only available view from the property or a main/primary view and/or it is overwhelming in all the directions. The proposal causes a substantial change in the skyline introducing a contrasting feature in the otherwise open and/or uninterrupted horizon. The additional feature contrasts with a strong/characteristic urban skyline and detracts from existing landmark buildings. Geographical extent: The receptor is located in close proximity of the development (i.e. the development is visible in the foreground) and therefore this is

MAGNITUDE OF EFFECTS	RECEPTOR	CHARACTERISTICS
		directly/centrally visible and takes a large portion of the view. The view is experience at slow speed (i.e. by pedestrians or cyclists). Duration and reversibility of effects: Effects of the introduction of new features would be long-term i.e. will last for over 15 years or will be permanent.
MEDIUM	Townscape receptor	Size and/or scale: The extent and relative proportion of the urban element(s) to be lost/added would be moderate and/or any lost/added elements make a moderate contribution to townscape character and/or value. Introduction of new built elements that would be likely to be perceived to be a feature. Moderate scale alteration to the aesthetic and perceptual characteristics of the townscape. The proposal is in contrast with some of the receptor key qualities. Geographical extent: Effects would be discernible across a moderate proportion of the townscape designation or character area associated with the receptor. Duration and reversibility of effects: Effects of the introduction of new features would be medium-term i.e. will last for between five and fifteen years. Loss of townscape elements that can be fully replaced within the same period.
	Visual receptors	Size and/or scale: A moderate change or partial view of a new element within the view that may be readily noticed. The change is partly screened, or glimpsed views are available. If effects on the residential visual amenity are considered, the proposal is blocking a secondary view. The proposal causes a noticeable change in the skyline introducing a contrasting feature in the largely uniform horizon. The additional feature contrasts with the urban skyline and detracts from some of the existing landmark buildings. Geographical extent: The receptor is located at some distance from the development which will be visible within a portion of the view.

MAGNITUDE OF EFFECTS	RECEPTOR	CHARACTERISTICS
		The change is obliquely visible and/or appearing as a noticeable feature in the middle ground. The view is intermittent or experienced from a vehicle moving at moderate speed (i.e. speed controlled areas). Duration and reversibility of effects: Effects of the introduction of new features would be medium-term i.e. will last for between five and fifteen years.
LOW	Townscape receptor	Size and/or scale: The extent and relative proportion of the urban element(s) to be lost/added would be minor and/or any lost/added elements make only a minor contribution to townscape character and/or value. Introduction of new elements that would be likely to be perceived to be a small-scale townscape characteristic. Small scale alteration to the aesthetic and perceptual characteristics of the townscape. The proposal is only partially in contrast with the receptor key qualities. Geographical extent: Effects would be discernible across a small proportion of the townscape designation or character area associated to the receptor. Effects are restricted to the close vicinity of the development site. Duration and reversibility of effects: Effects of the introduction of newly built features would be short-term i.e. will last for between one and five years. Loss of townscape elements that can be fully replaced within the same period.
	Visual receptors	Size and/or scale: A low level of change, affecting a small part of the view. The change is largely screened, or few glimpsed views are available. If effects on the residential visual amenity are considered, the proposal is blocking a peripheral view. The proposal causes a small change in the skyline and it is largely integrated with the horizon. Geographical extent: The receptor is located at a considerable distance from the development which will be visible within a limited portion of the view. The changes are obliquely visible and/or appearing in the background.

MAGNITUDE OF EFFECTS	RECEPTOR	CHARACTERISTICS
		The view changes rapidly, i.e. from fast-moving road vehicles or trains. Duration and reversibility of effects: Effects of the introduction of newly built features would be short-term i.e. will last for between one and five years.
NEGLIGIBLE	Townscape receptor	Size and/or scale: The extent and relative proportion of the urban element(s) to be lost/added would be barely perceptible and/or any lost/added elements make a minimal or no contribution to townscape character and/or value. Introduction of new built elements that will be likely to be imperceptible. Minimal alteration to the aesthetic and perceptual characteristics of the townscape. The proposal largely fits within or is in keeping of the receptor key qualities. Geographical extent: Effects would only be discernible within the development site or immediately alongside it. Duration and reversibility of effects: Effects of the introduction of new built elements would last for less than a year. Any loss of townscape elements can be fully replaced immediately.
	Visual receptors	Size and/or scale: A small change to the view. The proposal is substantially screened by intervening features. The proposal has minimal effects on residential visual amenity. The proposal fits within the skyline and/or doesn't introduce prominent features. Geographical extent: The receptor is located at a far distance from the development which will be barely visible within the view. A change to the view that may be obliquely viewed and/or viewed at high speed over short periods and capable of being missed by the casual observer. Duration and reversibility of effects: Effects of the introduction of new built elements would last for less than a year.

The significance of effects on a townscape or visual receptor is a function of the magnitude of the effect and the sensitivity of the receptor. The relationship between the two factors is portrayed in Table C, resulting in the significance level. The potential impacts identified in the TVIA help inform the mitigation measures to be incorporated into the design.

Impacts, as the effects, can be beneficial or adverse. Table C sets out the significance of effects, which are described as beneficial, neutral, or adverse. These are largely professional judgments drawn from the assessment process.

In townscape terms, **adverse** effects are the results of direct loss of essential/distinctive elements that contribute to the characterisation of the Site context. Such loss affects negatively the integrity of the townscape character and designations. An adverse effect could also be caused by means of great contrast between the qualities of the proposal and a valued townscape, such that high-quality architecture is not sufficient to justify the baseline change.

Instead, **beneficial** effects enhance the townscape character and contribute to the value of the Site's context at various scales. In this instance, the contrast with a valued townscape is considered positively as the result of a high-quality design.

In visual terms, the effect is considered **adverse** if there is a loss of visual amenity; on the other hand, should the proposal produce an enhancement or improvement of the visual amenity then the impact is considered **beneficial**.

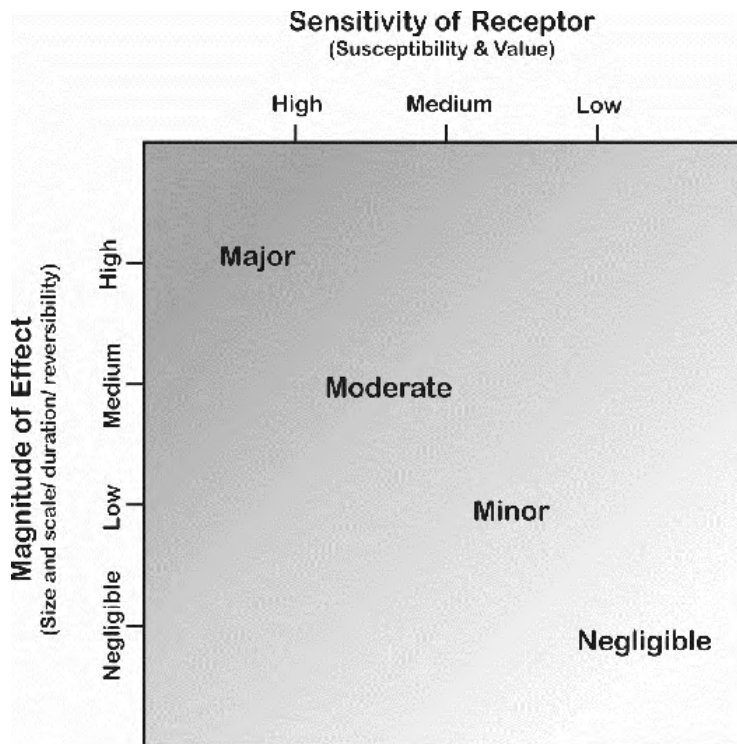
A **neutral** effect would be the result of a development that does not alter in any way the baseline situation or in such way that there is no loss of visual amenity or valued townscape features. This would certainly be the case of development that is not visible or has no townscape effects, therefore when the magnitude of change is considered none.

In line with GLVIA3, the assessment considers possible townscape and visual effects at three stages, which will be included as appropriate based on the case-by-case approach and consultation with the Local Authority:

- During demolition and construction;
- Opening Year (Year 1); and
- Following 15 years of occupation (Year 15).

In terms of the Environmental Impact Assessment Regulations, a 'Major' or 'Major/Moderate' level of significance (Table 3) is considered to be a 'Significant Effect'. In the case of significant adverse effects, efforts will be made to appropriately design the proposal so that the significance of such effects will be prevented or avoided. If the significant adverse effects cannot be completely extinguished at Year 1, then all reasonable efforts should be made to mitigate the remaining townscape or visual effects at Year 15 or pursue off-setting measures.

Table 3 - Significance of landscape/townscape and visual effects



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Julie Roscoe

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Contact: Lucy Harrison
Tel: 0161 234 5795
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18 November 2020

Our reference: Deansgate South

Wardell Armstrong
Sir Henry Doulton House
Forge Lane
Etruria
Stoke-on-Trent
ST1 5BD

FAO: Susan Raine

Dear Ms Raine

**Environmental Impact Assessment Regulations, the Town and Country
Planning (EIA) (England) Regulations 2017 (as amended) (the “EIA
Regulations”)**

Opinion on Scope of an Environmental Statement under Regulation 15

I write further to your request in respect of the above dated 2 October.

It is noted that the site is approximately 0.06ha and is situated at the junction of Chester Road, Bridgewater Viaduct (A56) and Deansgate. It is bounded by Bridgewater Viaduct to the north, Deansgate to the south and a seven-storey residential apartment building (Deansgate Quay) to the east. The site comprises a roughly triangular area of previously developed land and currently consists of areas of hardstanding and vegetation. It was last used as a garage and is now secured by a hoarding. There are two existing access points; one off Deansgate and one off Chester Road, both of which are currently closed off. The site slopes from Chester Road downwards along the southern edge to Deansgate. Due to the level difference, the boundary wall along Deansgate is in part a retaining wall.

The site is included within the Great Jackson Street Strategic Regeneration Framework area, the majority of which lies to the south of the site. The framework area identifies that area shall be subject to significant regeneration

and investment resulting in low, medium and high-rise residential development. Large parts of the area are already under construction with high-rise residential buildings and extensive public realm, including Deansgate Square to the south of the site. To the north west, on the opposite side of Chester Road, is the Castlefield Conservation Area, which is characterised by a variety of historic buildings and new developments. There are a number of Grade II listed buildings within the immediate vicinity of the site, including: Bridgewater Canal offices; Artingstalls Auctioneers; Merchants Warehouse; Flood gate on east side of Knott Mill Bridge; Middle Warehouse; Boundary stone on Knott Mill Bridge; and, G-Mex all Grade II. The area is characterised by a mixture of residential and commercial uses.

The proposed development is for the redevelopment of the site, which would include the part demolition of the retaining wall and the erection of a 27 storey student accommodation building to form around 514 student residential bedrooms and ancillary amenity space. There is no parking provision or vehicular access proposed.

In coming to a formal opinion on the scope of the Environmental Impact Assessment (EIA), Manchester City Council, as Local Planning Authority, has taken into account the supporting information contained within your Scoping Report.

I have now had a chance to consider your scoping request and I outline my response below. The scoping report has been the subject of consultation in accordance with the EIA Regulations.

Overall, I can confirm that the content of the submitted 'Formal Scoping Opinion Request' is considered to be appropriate and will form a generally appropriate structure for the Environmental Statement (ES). This is also reflected in the nature of the consultation responses. You should note the specific points which have been made and particular regard should be given to these.

The following consultees were asked to comment on your request and full copies of the comments are attached from those who responded:

- Manchester City Council (MCC), Head of Regulatory and Enforcement Services (Contaminated Land Section and Pollution Services)
- MCC, Head of Engineering Services (Highways)
- MCC, Flood Risk Management Team
- MCC, Refuse and Sustainability Team
- MCC, City Centre Regeneration
- Network Rail
- Greater Manchester Archaeological Unit
- Environment Agency
- Greater Manchester Ecology Unit
- Wildlife Trust
- Greater Manchester Police
- Design Council
- Transport for Greater Manchester (TfGM)
- Natural England
- Cadent Gas

- United Utilities
- Historic England
- Manchester Airport Safeguarding
- Canal and River Trust
- NATS

Scoping Report

I have the following specific comments to make in respect of the scoping report:

Items Proposed to be Included as Technical Chapters and Scoped In

Noise

The comments within your scoping report are noted and are acceptable in terms of their consideration within the ES. I note a methodology has been agreed with the City Council's Environmental Health Officer.

Air Quality

The comments within your scoping report are noted and are acceptable in terms of their consideration within the ES. Please see the attached response from the City Council's Environmental Health Officer for links to air quality data.

Townscape and Visual Impact

The comments within your scoping report are noted and are acceptable in terms of their consideration in the ES.

Built Heritage

The comments within your scoping report are noted and are acceptable in terms of their consideration in the ES. In addition, you should take note of the comments made by Historic England in their attached letter and include the matters they suggest within the ES.

Daylight and sunlight

The comments within your scoping report are noted and are acceptable in terms of their consideration in the ES.

Cumulative impacts

The cumulative effects assessment and the scope of committed developments listed within Table 3.1 of the Scoping Report are considered to be acceptable and there are no additional schemes that would need to be included at this time.

Matters Proposed to be Scoped Out

Within your scoping opinion, you have identified Demographics, Socio-Economics and Health; Biodiversity; Land Contamination; Water Resources;

Climate; Archaeology; Waste; Transport; Wind Microclimate; Risk of Major Accidents and/or Disasters as items to be scoped out of the EIA. I consider that given the type and magnitude of the development, the following matters should be **scoped into** the EIA.

Demographics, Socio-economics and Health - It is considered that the demographic, socio-economic and health impacts of this scheme are significant enough to warrant assessment through the EIA process. This should include an assessment of direct and indirect construction and operational effects on the local and regional environment, including the economy, housing provision, student housing, education, employment, health and healthcare, crime, and on-going regeneration within the City.

Wind Micro-Climate - It is considered that the proposals could have a significant adverse effect on the wind environment and an assessment of the wind micro-climate should therefore form part of the EIA.

Construction Methodology and Programme – Given the scale of development and the constraints of the site, the methodology and programme for the construction of the development should form a chapter within the ES. This should describe the proposed construction programme and key activities that would be undertaken, including access for construction traffic; details of site compounds, storage of plant and materials; temporary highway works or closures; crane use; recycling/disposal of waste; dust suppression; noise; security; and co-ordination and co-operation with non-construction persons such as neighbours. Detailed consideration of potential impacts during the construction process and any necessary mitigation measures should be provided in each relevant chapter of the ES.

The City Council has considered the following remaining matters which you have scoped out of the EIA:

Biodiversity; Land Contamination; Water Resources; Climate; Archaeology; Waste; Transport; and Risk of Major Accidents and/or Disasters.

With regard to these matters, the comments within your scoping report and addendum are noted and the City Council is in agreement that these matters can be scoped out of the EIA. This is provided that the applications are supported by the appropriate documentation as detailed within your scoping report, including details of any mitigation to minimise any effects as a result of the development, and including any details raised by the statutory consultees in their responses (copies attached).

As a result of consultation with statutory consultees at this time additional areas of work are not expected to form part of any EIA. However, the Local Planning Authority would also reserve the right to seek further information in connection with the Environmental Statement as matters arise.

Should you wish to discuss any of the above, please contact Lucy Harrison.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Julie Roscoe', enclosed within a rectangular border.

Julie Roscoe
Director of Planning, Licensing and Building Control

Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

Your Ref EIA Scoping
Our Ref CRTR-PLAN-2020-31011
Friday 6 November 2020

Dear Ms Harrison

Proposal: Request for Scoping Opinion - Full planning permission for the part-demolition of a retaining wall and erection of a 27 storey student accommodation building to form around 514 student residential bedrooms and ancillary amenity space

Location: Land bounded by, Chester Road, Bridgewater Viaduct and Deansgate, Manchester

Waterway: Rochdale Canal

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The Trust has reviewed the EIA Scoping Report and have no comments to make at this stage. The Trust owned and managed Rochdale Canal passes some distance to the north of the site.

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Tim Bettany-Simmons MRTPI
Area Planner

Tim.Bettany-Simmons@canalrivertrust.org.uk
07342 057926

<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

Canal & River Trust

Fradley Junction, Alrewas, Burton-upon-Trent, Staffordshire DE13 7DN
T 0303 040 4040 **E** canalrivertrust.org.uk/contact-us **W** canalrivertrust.org.uk

Manchester City Council
PO Box 532
Manchester
Lancashire
M60 2LA

Our ref: SO/2020/120670/01-L01
Your ref: EIA/Deansgate South
Date: 09 November 2020

FAO: Lucy Harrison

Dear Madam

THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (AS AMENDED) (THE "EIA" REGULATIONS) - REQUEST FOR EA SCOPING OPINION - FUSION STUDENTS, DEANS GATE SOUTH [OCTOBER 2020]

LAND AT CHESTER ROAD (A56) / BRIDGEWATER VIADUCT, MANCHESTER, M3 4LB

Thank for requesting an Environmental Impact Assessment (EIA) scoping opinion from the Environment Agency (EA) for the above development proposal. Referral for this EIA scoping request was received in office on the 22nd October 2020.

We have reviewed the following Scoping Report (SR), provided to the EA as part of Manchester's initial email consultation, to inform our response:

- Scoping Report - Fusion Students – Deansgate South. Prepared by Wardell Armstrong LLP. Job Number: GM11393. Report Number: REP-001. Version V1.2. [October 2020]

Environment Agency EIA Scoping Opinion

Have reviewed the SR outlined above, we can confirm, that we have no issue with determination to undertake a voluntary EIA for the proposed development and the scope of the subsequent Environment Statement (ES) to be prepared.

As detailed within Section 3.3 of the SR, matters relating to the protection of controlled waters will be address separately to the ES as part of the forthcoming planning application.

For reference to the above:

- Paragraph 3.3.20 of the SR notes an up-to-date site investigation will be undertaken to confirm the extent of any contamination and remedial work required.
- Paragraph 3.3.23 of the SR notes that the development is not at 'high risk' of flood but that a Flood Risk Assessment (FRA) will be undertaken which will also inform the drainage design of the development.

--

Should you have any queries regarding this response, then please do not hesitate to contact me.

Environment Agency
Richard Fairclough House Knutsford Road, Warrington, WA4 1HT.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

Yours faithfully

Mr Andy Davies
Sustainable Places Advisor

Direct dial 02077140640

Direct e-mail andy.davies1@environment-agency.gov.uk

End

Scoping Opinion - Deansgate South, Land bounded by Chester Road, Bridgewater Viaduct and Deansgate, Manchester

1 message

Laura Miller <laura.miller@manchester.gov.uk>
To: Lucy Harrison <lucy.harrison@manchester.gov.uk>

6 November 2020 at 09:37

Hi Lucy,

Hope you are well.

I have looked through the scoping opinion and agree with the recommendation to scope in noise and air quality and scope out contaminated land.

I have been contacted directly to discuss the noise assessment and I have agreed their methodology.

Regarding air quality, our 2019 AQ data are now available at <https://cleanairgm.com/data-hub/> and, specifically, the diffusion tube results are at <https://cleanairgm.com/data-hub/diffusion-tubes>

Contaminated land - they are going to be doing some additional site investigation to bring the 2017 report up to date which we agree with, if they wish to send in their site investigation proposal I will be happy to look at it and advise further if necessary.

Kind Regards

Laura

Laura Miller (MRes, MA, BSc(Hons))

Please note that due to working compressed hours Wednesdays are a non-working day for me, I will respond to your email when I return to the office

Environmental Protection Section
Environmental Health
Neighbourhoods Directorate
Manchester City Council

Telephone: 0161 234 5004
email: laura.miller@manchester.gov.uk
website: www.manchester.gov.uk

For the latest support and information about the coronavirus visit www.manchester.gov.uk/coronavirus

We are now on Twitter, for latest news and updates follow us [@EnvHealthMcr](https://twitter.com/EnvHealthMcr)

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Consultation on scoping opinion for : EIA/Deansgate South

1 message

Norman Redhead <N.Redhead@salford.ac.uk>

11 November 2020 at 16:35

To: "lucy.harrison1@manchester.gov.uk" <lucy.harrison1@manchester.gov.uk>

Lucy

Thank you for consulting GMAAS on this. Archaeological interest is dealt with under 3.3.30 and 3.3.31 of Wardell Armstrong's Scoping Report. GMAAS agree with these statements that an archaeological desk based assessment concluded that the site has suffered considerable disturbance to potential archaeological remains from previous development and that no further archaeological mitigation is required.

Therefore, GMAAS consider that archaeology can be scoped out and no further work is required.

Kind regards

Norman

Norman Redhead BA MCIfA FSA

Heritage Management Director (Archaeology)
Greater Manchester Archaeological Advisory Service
School of Science, Engineering & Environment
Room LG20, Peel Building, Peel Park Campus
University of Salford, Salford, M5 4WX
T: +44(0) 0161 295 5522 / 07952 485216
n.redhead@salford.ac.uk / www.salford.ac.uk

Scoping Opinion - Land bounded by Chester Rd, Bridgewater Viaduct and Deansgate, Manchester

1 message

David Dutton <david.dutton@tameside.gov.uk>

29 October 2020 at 09:46

To: "lucy.harrison1@manchester.gov.uk" <lucy.harrison1@manchester.gov.uk>

Hi Lucy

Hope you are well

I agree with the scoping reports conclusion that biodiversity can be scoped out of the report. There are no likely significant effects on any ecological receptors of importance. Whilst the River Medlock is only around 50m from the development it is sufficiently buffered that negative impacts are unlikely and the river at this location would not be regarded as being a significant ecological receptor.

David Dutton

Ecologist

Planning

Planning and Transport

Growth

[Tameside MBC](#) | [Twitter](#) | [Facebook](#) | [Instagram](#)

Dukinfield Town Hall | King Street | Dukinfield | Tameside | SK16 4LA

Tel. 0161 342 2895

Mobile. 07583961784

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DEANSGATE SOUTH Scoping- LH

Full planning permission for the part-demolition of a retaining wall and erection of a 27 storey student accommodation building to form around 514 student residential bedrooms and ancillary amenity space.

The site is located adjacent to the junction of Chester Road / Bridgewater Viaduct (A56) and Deansgate, with vehicular access taken from Deansgate.

Previous Approval of the site, ref. 115591/FO/2017.

Whilst the car-free approach is accepted in principle, consideration must be given to disabled residents and therefore proposals should include accessible provision. It is also requested that a car club bay is installed on-street within the vicinity of the site. The applicant should also provide further clarification as to whether any of the existing pay and display bays are to be retained. Please note that any lost bays will be subject to commuted sums.

Secure and sheltered cycle parking is required. In line with comparable schemes, a minimum provision of 30% is required.

The application needs to consider vehicular movements related to pick up/drop offs and loading deliveries. Measures need to be taken to ensure that these vehicles do adversely affect the operation of the surrounding highway network and therefore servicing should be undertaken within the site's curtilage or within a designated loading facility.

Given the substantial uplift in pedestrian and cyclist activity arising from the scheme, the applicant will be expected to contribute to improving the pedestrian/ cyclist environment surrounding the site. In particular, the junction of Deansgate/ Chester Road/ Whitworth Street West should be improved (scope of works to be agreed with MCC/TfGM).

To accompany the submission, appropriate Construction Management Planning, Travel Planning, Servicing Strategy and Pick-Up/ Drop-off Strategy should be included.

Traffic Impact and Transport Modelling Requirements (to be included within a TA)

- I. A description of current baseline traffic conditions in the area.
- II. An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.
- III. Traffic surveys and queue surveys (weekdays) - scope to be agreed with TfGM UTC and HFAS.
- IV. A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.

- V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.
- VI. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).
- VII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.
- VIII. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:
- Base Flows
 - Committed Development Flows
 - Proposed Flows
 - Proposed Distribution
 - Base plus Committed plus proposed development
 - Future plus Committed plus proposed development
- IX. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.
- X. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.
- XI. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.
- XII. A swept path analysis should be provided for any vehicular access.
- XIII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.
- XIV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.



Historic England

Ms Lucy Harrison
Manchester City Council
Planning
PO Box 532
Town Hall
MANCHESTER
M60 2LA

Direct Dial: 0161 2421442

Our ref: PL00721502

5 November 2020

Dear Ms Harrison

**Re: DEANS_GATE SOUTH ENVIRONMENTAL IMPACT ASSESSMENT (EIA)
SCOPING REPORT**

Thank you for your letter of 22nd October 2020 consulting us about the above EIA Scoping Report.

This development could, potentially, have an impact upon a number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.

The extent of the designated heritage assets which the applicant believes will be impacted is set out in sections 7.2 and 7.3 of the submitted scoping report. Following our initial assessment of the site we would agree that this list appear to majority of the designated heritage assets which are likely to be affected by the proposed development. We would however suggest that it would be beneficial to also consider the potential impact on the significance of the Church of St. George, to the west of the site, within the EIA.

We would also expect the Environmental Statement to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk <<http://www.heritagegateway.org.uk>>) and relevant local authority staff. It is positive to note that the applicant has already identified a number of these assets in paragraph 7.3.2 of the scoping report.



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.



We would strongly recommend that you involve the Conservation Officer of Manchester City Council and the archaeological staff at the Greater Manchester Archaeological Advisory Service in the development of this assessment. They are best placed to advise on local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

Given the heights of the structures associated with the proposed development and the surrounding landscape character, this development is likely to be visible across a very large area and could, as a result, affect the significance of heritage assets at some distance from this site itself. We would expect the assessment to clearly demonstrate that the extent of the proposed study area is of the appropriate size to ensure that all heritage assets likely to be affected by this development have been included and can be properly assessed.

It is also important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this.

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to *in situ* decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Yours sincerely,

Richard Broadhead
Inspector of Historic Buildings and Areas
Richard.Broadhead@HistoricEngland.org.uk



Fwd: EIA Scoping Opinion Request - Deansgate South

1 message

Planning MCC <planning@manchester.gov.uk>
To: Lucy Harrison <l.harrison1@manchester.gov.uk>

26 October 2020 at 09:27

Regards

Technical Support Team (Planning)
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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----- Forwarded message -----

From: **Diane Jackson** <Diane.Jackson@magairports.com>
Date: Mon, 26 Oct 2020 at 09:21
Subject: RE: EIA Scoping Opinion Request - Deansgate South
To: Planning MCC <planning@manchester.gov.uk>

Hi Lucy,

Thank you for consulting with the aerodrome safeguarding authority for Manchester Airport on the EIA SO for this proposed development.

The applicant should be aware that all tall buildings at that location are scrutinised for potential interference with flight safety; particularly RADAR interference. If it is found by NATS plc that RADAR interference will be caused by a building, mitigation measures can be taken in most cases (at the cost of the developer).

The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://publicapps.caa.co.uk/docs/33/CAP1096%20E2.1%20September%202020%20FINAL.pdf>

Kind Regards,

Diane

Diane Jackson**Group Aerodrome Safeguarding Officer**

MAG, 3rd Floor, Olympic House, Manchester Airport, M90 1QX

m: 07565 178221

e: diane.jackson@magairports.com



From: a.moore@manchester.gov.uk <a.moore@manchester.gov.uk> **On Behalf Of** Planning MCC
Sent: 22 October 2020 14:11
To: Lucy Harrison <l.harrison1@manchester.gov.uk>
Subject: EIA Scoping Opinion Request - Deansgate South

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The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the “EIA” Regulations) - Request for Scoping Opinion

Deansgate South - Land bounded by Chester Road, Bridgewater Viaduct and Deansgate, Manchester

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping Report is attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to lucy.harrison1@manchester.gov.uk no later than 12 November 2020.

Regards

Anthony Moore

Technical Support Team (Planning)

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: 0161 234 4516

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Fwd: EIA Scoping Opinion Request - Deansgate South [SG30550]

1 message

Planning MCC <planning@manchester.gov.uk>
To: Lucy Harrison <l.harrison1@manchester.gov.uk>

2 November 2020 at 16:35

Hi Lucy

One for you.

Ant

Technical Support Team (Planning)
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

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----- Forwarded message -----

From: **NATS Safeguarding** <NATSSafeguarding@nats.co.uk>
Date: Mon, 2 Nov 2020 at 13:44
Subject: RE: EIA Scoping Opinion Request - Deansgate South [SG30550]
To: Planning MCC <planning@manchester.gov.uk>

Our Ref: SG30550

Dear Sir/Madam

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Yours faithfully



NATS Safeguarding

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



From: a.moore@manchester.gov.uk <a.moore@manchester.gov.uk> **On Behalf Of** Planning MCC
Sent: 22 October 2020 14:11
To: Lucy Harrison <l.harrison1@manchester.gov.uk>
Subject: EIA Scoping Opinion Request - Deansgate South

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The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the “EIA” Regulations) - Request for Scoping Opinion

Deansgate South - Land bounded by Chester Road, Bridgewater Viaduct and Deansgate, Manchester

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping Report is attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the

formulation of a Scoping Opinion, please can you respond to lucy.harrison1@manchester.gov.uk no later than 12 November 2020.

Regards

Anthony Moore

Technical Support Team (Planning)

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: 0161 234 4516

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Your personal data is very important to us. Please refer to our privacy notice at www.manchester.gov.uk/privacy for further information.

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Date: 28 October 2020
Our ref: 332030
Your ref: EIA Deansgate South



Manchester City Council
lucy.harrison1@manchester.gov.uk

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

BY EMAIL ONLY

T 0300 060 3900

Dear Lucy,

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town & Country Planning EIA Regulations 2017): Deansgate South Request for Scoping Opinion Student Accommodation
Location: Bounded by Chester Road, Bridgewater Viaduct and Deansgate, Manchester

Thank you for your consultation dated and received by Natural England on 22nd October 2020.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The scoping request is for a proposal that does not appear, from the information provided, to affect any nationally designated geological or ecological sites (Ramsar, SPA, SAC, SSSI, NNR) or landscapes (National Parks, AONBs, Heritage Coasts, National Trails), or have significant impacts on the protection of soils (particularly of sites over 20ha of best or most versatile land), nor is the development for a mineral or waste site of over 5ha.

At present therefore it is not a priority for Natural England to advise on the detail of this EIA. We would, however, like to draw your attention to some key points of advice, presented in annex to this letter, and we would expect the final Environmental Statement (ES) to include all necessary information as outlined in Part 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017. If you believe that the development does affect one of the features listed in paragraph 3 above, please contact Natural England at consultations@naturalengland.org.uk, and we may be able to provide further information.

Yours sincerely,

Julian Clarke
Consultations Team

Annex A – Advice related to EIA Scoping Requirements

1. General Principles

Schedule 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), sets out the necessary information to assess impacts on the natural environment to be included in an ES, specifically:

1. A description of the development, including in particular:

- (a) a description of the location of the development;
- (b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
- (c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
- (d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.

2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.

4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.

5. A description of the likely significant effects of the development on the environment resulting from, inter alia:

- (a) the construction and existence of the development, including, where relevant, demolition works;
- (b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;
- (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;
- (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);
- (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;
- (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;
- (g) the technologies and the substances used. The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC (a) and Directive 2009/147/EC(b).

6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.
7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.
8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.

2. Biodiversity and Geology

2.1. Ecological Aspects of an Environmental Statement

Natural England advises that the potential impact of the proposal upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within this assessment in accordance with appropriate guidance on such matters. [Guidelines for Ecological Impact Assessment \(EclIA\)](#) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM) and are available on their website.

EclIA is the process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. EclIA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal.

The National Planning Policy Framework ([NPPF](#)) sets out guidance in paragraphs 170-171 and 174-177 on how to take account of biodiversity interests in planning decisions and the framework that local authorities should provide to assist developers.

2.2. Internationally and Nationally Designated Sites

Natural England undertakes an initial assessment of all development consultations, by determining whether the location to which they relate falls within geographical 'buffer' areas within which development is likely to affect designated sites. The proposal is located outside these buffer areas and therefore appears unlikely to affect an Internationally or Nationally designated site. However, it should be recognised that the specific nature of a proposal may have the potential to lead to significant impacts arising at a greater distance than is encompassed by Natural England's buffers for designated sites. The ES should therefore thoroughly assess the potential for the proposal to affect designated sites, including Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar sites and Sites of Special Scientific Interest (SSSI). Should the proposal result in an emission to air or discharge to the ground or surface water catchment of a designated site then the potential effects and impact of this would need to be considered in the Environmental Statement

Local Planning Authorities, as competent authorities under the provisions of the Conservation of Habitats and Species Regulations 2017 (as amended), should have regard to the Habitats Regulations Assessment process set out in Regulation 63 of the Habitats Regulations in their determination of a planning application. Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the EIA process.

Statutory site locations can be found at www.magic.gov.uk. Further information concerning particular statutory sites can be found on the [Natural England website](#).

2.3. Protected Species

The ES should assess the impact of all phases of the proposal on protected species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES.

Natural England has adopted [standing advice](#) for protected species. It provides a consistent level of basic advice which can be applied to any planning application that could affect protected species. It also includes links to guidance on survey and mitigation.

Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species.

2.4. Regionally and Locally Important Sites

The ES should thoroughly assess the impact of the proposals on non-statutory sites, for example Local Wildlife Sites (LoWS), Local Nature Reserves (LNR) and Regionally Important Geological and Geomorphological Sites (RIGS). Natural England does not hold comprehensive information on these sites. We therefore advise that the appropriate local biological record centres, nature conservation organisations, Local Planning Authority and local RIGS group should be contacted with respect to this matter.

2.5. Biodiversity Action Plan Habitats and Species

The ES should thoroughly assess the impact of the proposals on habitats and/or species listed in the UK Biodiversity Action Plan (BAP). These Priority Habitats and Species are listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, recently [published](#) under the requirements of S14 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity. Further information on this duty is available in the Defra publication '[Guidance for Local Authorities on Implementing the Biodiversity Duty](#)'.

Government Circular 06/2005 states that BAP species and habitats, 'are capable of being a material consideration...in the making of planning decisions'. Natural England therefore advises that survey, impact assessment and mitigation proposals for Habitats and Species of Principal Importance should be included in the ES. Consideration should also be given to those species and habitats included in the relevant Local BAP.

The record centre for the relevant Local Authorities should be able to provide the relevant information on the location and type of BAP habitat for the area under consideration.

3. Landscape, Access and Recreation

3.1. Landscape and Visual Impacts

The consideration of landscape impacts should reflect the approach set out in the *Guidelines for Landscape and Visual Impact Assessment* (Landscape Institute and the Institute of Environmental Assessment and Management, 2013, 3rd edition), the *Landscape Character Assessment Guidance for England and Scotland* (Scottish Natural Heritage and The Countryside Agency, 2002) and good

practice. The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context Natural England would expect the cumulative impact assessment to include those proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning application.

The assessment should refer to the relevant [National Character Areas](#) which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.

3.2. Access and Recreation

The ES should include a thorough assessment of the development's effects upon public rights of way and access to the countryside and its enjoyment through recreation. With this in mind and in addition to consideration of public rights of way, the landscape and visual effects on Open Access land, whether direct or indirect, should be included in the ES.

Natural England would also expect to see consideration of opportunities for improved or new public access provision on the site, to include linking existing public rights of way and/or providing new circular routes and interpretation. We also recommend reference to relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

4. Land use and soils

Impacts from the development should be considered in light of the Government's policy for the protection of the best and most versatile (BMV) agricultural land as set out in paragraph 170 and 171 of the NPPF. We also recommend that soils should be considered under a more general heading of sustainable use of land and the valuing of the ecosystem services they provide as a natural resource, also in line with paragraph 170 of the NPPF.

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society; for instance as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably. The Natural Environment White Paper (NEWP) '*The Natural Choice: securing the value of nature*' (Defra, June 2011), emphasises the importance of natural resource protection, including the conservation and sustainable management of soils and the protection of BMV agricultural land.

Development of buildings and infrastructure prevents alternative uses for those soils that are permanently covered, and also often results in degradation of soils around the development as result of construction activities. This affects their functionality as wildlife habitat, and reduces their ability to support landscape works and green infrastructure. Sealing and compaction can also contribute to increased surface run-off, ponding of water and localised erosion, flooding and pollution.

Defra published a Construction [Code of Practice for the sustainable use of soils on construction sites](#) (2009). The purpose of the Code of Practice is to provide a practical guide to assist anyone involved in the construction industry to protect the soil resources with which they work.

As identified in the NPPF new sites or extensions to new sites for Peat extraction should not be granted permission by Local Planning Authorities or proposed in development plans.

General advice on the agricultural aspects of site working and reclamation can be found in the Defra [Guidance for successful reclamation of mineral and waste sites](#).

5. Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition ([England Biodiversity Strategy](#), Defra

2011). A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should take account of the risks of air pollution and how these can be managed or reduced. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

6. Climate Change Adaptation

The [England Biodiversity Strategy](#) published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment "by establishing coherent ecological networks that are more resilient to current and future pressures" ([NPPF](#) Paras 170 and 174), which should be demonstrated through the ES.

Asset Protection Initial Enquiry Questionnaire

- This form covers all types of works; please complete the sections relevant to you
- If you are unsure of the answer to any question, please leave blank except for mandatory fields
- For any tender enquiries, please ask the proposer of the works to complete this questionnaire

Please note: works should not commence, and no access is permitted onto Network Rail land until confirmation is received from the Network Rail Construction Manager.

Date: DD/MM/YY

Asset Protection Reference No. (if known) [Click or tap here to enter text.](#)

PROPOSER (Client) OF THE WORKS (mandatory) Company Name: Click or tap here to enter text. Contact Name: Click or tap here to enter text. Address: Click or tap here to enter text. Post Code: Click or tap here to enter text. Telephone: Click or tap here to enter text. Email: Click or tap here to enter text.	YOUR CONTACT DETAILS (if different) Company Name: Click or tap here to enter text. Contact Name: Click or tap here to enter text. Telephone: Click or tap here to enter text. Email: Click or tap here to enter text. Role within Project: Click or tap here to enter text.
LOCATION OF WORKS (mandatory) Street name & house number/name: Click or tap here to enter text. Town/Village: Click or tap here to enter text. County: Click or tap here to enter text. Post Code: Click or tap here to enter text. Grid Reference - XY Eastings / Northings: Click or tap here to enter text. <i>If unsure please use a suitable online grid reference finder</i>	
Additional location information: Click or tap here to enter text.	
Aspirational date of commencement on site: (mandatory) DD/MM/YY	
Anticipated duration: Click or tap here to enter text.	
Please give a brief description of your works: (mandatory) Click or tap here to enter text.	

ACCESS AND MINOR WORKS

Do you require access to Network Rail land?	Yes ☐	No ☐
Do your works include tree felling/pruning or vegetation management adjacent to the railway?	Yes ☐	No ☐

ARE YOU WORKING FOR A UTILITY PROVIDER OR HIGHWAYS DEPT? (Skip this section if not required)

Are you undertaking utility/road works within the public highway covered under NRSWA?	Yes ☐	No ☐
Are you undertaking utility/road works as part of a new development (not NRSWA)?	Yes ☐	No ☐
Please provide NRSWA reference number: Click or tap here to enter text.		
Do your works involve:		
electricity?	Yes ☐	No ☐
gas?	Yes ☐	No ☐
pumped water, gravity drain or sewerage?	Yes ☐	No ☐
telecoms?	Yes ☐	No ☐
Other? (e.g. oil pipeline)	Yes ☐	No ☐
Highway maintenance/improvements/potholes?	Yes ☐	No ☐
Are your works:		
within 200m of a level crossing?	Yes ☐	No ☐
on overhead lines near/crossing the railway?	Yes ☐	No ☐
on a bridge over the railway?	Yes ☐	No ☐
under a bridge carrying the railway?	Yes ☐	No ☐
<i>Please attach your traffic management plan</i>		
<i>If you need to inform Network Rail of a power outage, please contact: PowerOutage@networkrail.co.uk</i>		

PLANNING AND CONSENTS (Skip this section if not required)

Please confirm whether there are any Network Rail Wayleaves, Easements, or Licences that relate to the site? If not, and you require one, please contact the Property Services team for your area. If you are a Statutory supplier, proposing works in relation to utilities and services, please contact: Easements&wayleaves@networkrail.co.uk .	Yes ☐	No ☐
Please confirm if you have applied to a Local Authority for planning permission	Yes ☐	No ☐
Provide details of planning application – name of authority, reference number and date approval granted, if applicable: Click or tap here to enter text.		
Is there a Development Consent Order, Compulsory Purchase order (DCO/CPO) associated with these works?	Yes ☐	No ☐
Provide DCO/CPO details: Click or tap here to enter text.		
Is any part of the site on former railway land or are there any Restrictive Covenants in favour of Network Rail, Railtrack or British Railway Board in relation to this site?	Yes ☐	No ☐
<i>If you require a Network Rail buried services search, please email OPBuriedServicesEnquiries@networkrail.co.uk</i>		

BUILDING AND MAINTENANCE WORKS, USE OF CRANES & MOBILE PLANT (Skip this section if not required)

Are you using a crane or mobile plant?	Yes ☐	No ☐
If yes, please specify type e.g. MEWP, mobile crane etc: Click or tap here to enter text.		
Are you constructing a building/development adjacent or carrying out repairs/maintenance/alterations? Please specify type of foundations or ground remediation details in 'additional information' section at the end	Yes ☐	No ☐
Do your works include scaffolding or working at height? If yes, please give details in 'additional information' section at the end	Yes ☐	No ☐
Are you demolishing existing buildings?	Yes ☐	No ☐
Are your works near a railway tunnel?	Yes ☐	No ☐
If yes, please provide the tunnel name if you know it: Click or tap here to enter text.		

WORKS AFFECTING NETWORK RAIL ASSETS

Do your works involve any of the following:		
Construction of a new bridge over/under the railway	Yes ☐	No ☐
Demolition / alteration/ maintenance of a bridge structure	Yes ☐	No ☐
Bridge Inspection	Yes ☐	No ☐
Installation of a new under track crossing for new pipes / cables / ducts across the railway corridor	Yes ☐	No ☐
Renewal or laying of additional pipes / cables / ducts in an existing route	Yes ☐	No ☐
Railway overhead electrification lines	Yes ☐	No ☐
A Flood defence scheme?	Yes ☐	No ☐
Excavations on or near NR property	Yes ☐	No ☐
Drainage on or near NR property	Yes ☐	No ☐
Ground investigations on or near NR property	Yes ☐	No ☐
Erection of telecoms masts & interference analysis	Yes ☐	No ☐
Works at stations	Yes ☐	No ☐
Fencing and boundary works	Yes ☐	No ☐

MAPS, DRAWINGS & PLANS

Please attach location maps plus any general Arrangement, Elevations, Drainage, Foundation Layout, Site levels as applicable.

Please supply photos of the site if available to help us understand any specific site constraints or hazards that are present.

Please note there is a limit size of 10Mb for each email sent to Network Rail. Due to security we are unable to access most drop box facilities.

Additional Information: [Click or tap here to enter text.](#)

Thank you for taking the time to complete this questionnaire.

Please send it, with any attachments, to the appropriate Asset Protection Team for your location – see map on the [Website](#) for reference. A member of the area team will then contact you to discuss your works.

Asset Protection Team	Email Address
Scotland	AssetProtectionScotland@networkrail.co.uk
LNW -North (London North Western)	AssetProtectionLNWNorth@networkrail.co.uk
LNW – South (London North Western)	AssetProtectionLNWSouth@networkrail.co.uk
LNE EM (London North Eastern – East Midlands)	AssetProtectionLNEEM@networkrail.co.uk
Wales	AssetProtectionWales@networkrail.co.uk
Anglia	AssetProtectionAnglia@networkrail.co.uk
Western	AssetProtectionWestern@networkrail.co.uk
Kent and Sussex	AssetProtectionLondonSouthEast@networkrail.co.uk
Wessex	AssetProtectionWessex@networkrail.co.uk
High Speed	AssetProtectionHighSpeed1@networkrail.co.uk

Manchester - EIA Scoping Opinion Request - Deansgate South 27 storey student building 514 beds

1 message

TownPlanning LNW <TownPlanningLNW@networkrail.co.uk>

22 October 2020 at 16:53

To: "lucy.harrison1@manchester.gov.uk" <lucy.harrison1@manchester.gov.uk>

OFFICIAL

EIA Scoping opinion

Deansgate South, Land bounded by Chester Road, Bridgewater Viaduct and Deansgate, Manchester

Full planning permission for the part-demolition of a retaining wall and erection of a 27 storey student accommodation building to form around 514 student residential bedrooms and ancillary amenity space

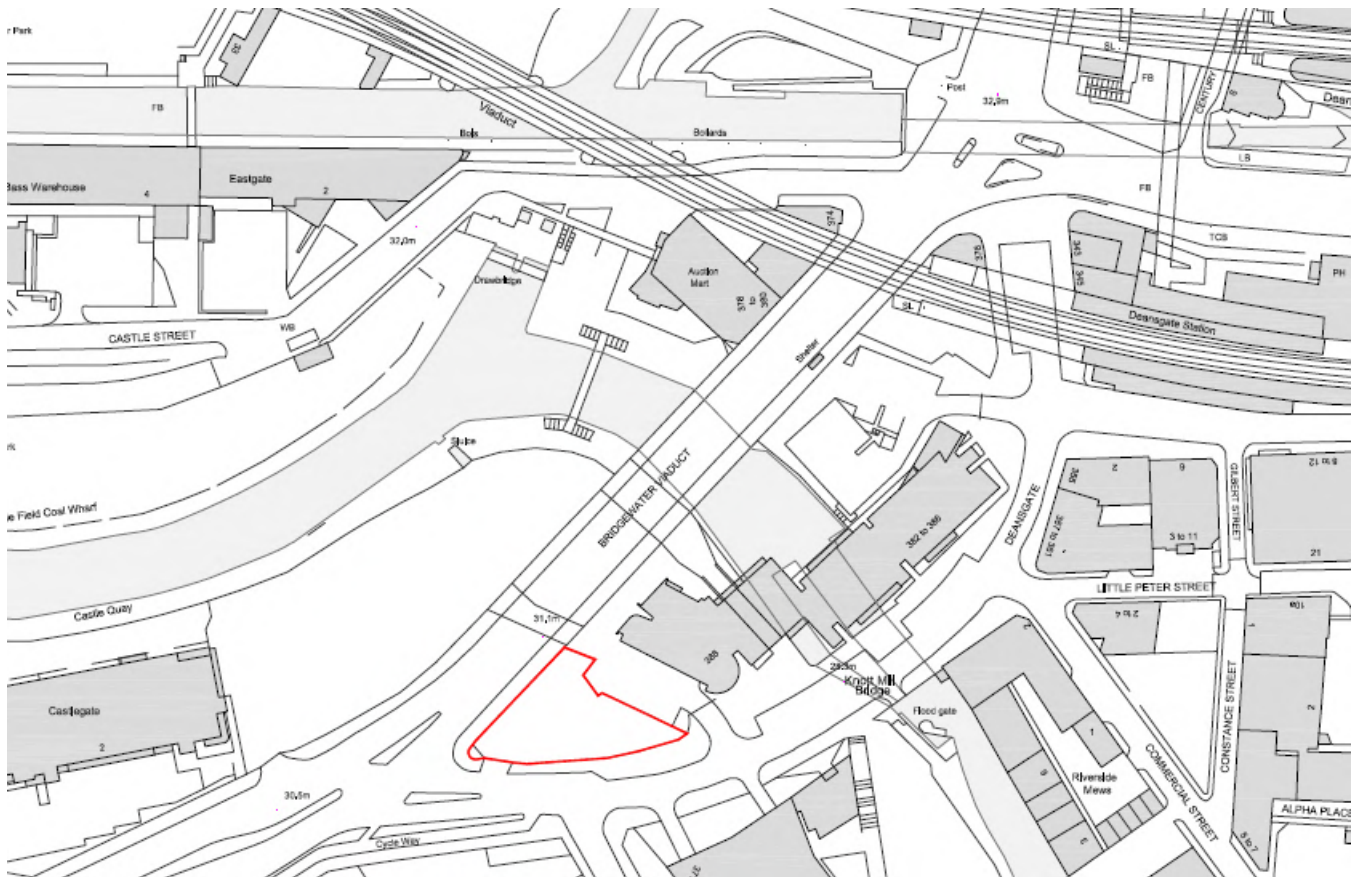
FAO Lucy Harrison

Network Rail has the following comments.

Having noted the location the applicant is submit the attached form directly to
AssetProtectionLNWNorth@networkrail.co.uk

We will need to have visibility of:

- Piling works
- Crane working
- Telecoms to determine if the proposal telecoms might impact GSMR on the railway (if the proposal impacts GSMR the applicant will fully fund mitigation measures).
- Transport Assessment to consider impacts of increased footfall at Deansgate Station



During the current situation all planning applications and planning policy consultation must be issued to:

TownPlanningLNW@networkrail.co.uk only. Please do not send hard copies to the Manchester office as the Town Planning team are working from home.

From

Diane Clarke

Town Planning Technician NW&C

AssocRTPI

Network Rail

From: a.moore@manchester.gov.uk <a.moore@manchester.gov.uk> On Behalf Of Planning MCC

Sent: 22 October 2020 14:11

To: Lucy Harrison <l.harrison1@manchester.gov.uk>

Subject: EIA Scoping Opinion Request - Deansgate South

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)
(the "EIA" Regulations) - Request for Scoping Opinion

Deansgate South - Land bounded by Chester Road, Bridgewater Viaduct and Deansgate, Manchester

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping Report is attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to lucy.harrison1@manchester.gov.uk no later than 12 November 2020.

Regards

Anthony Moore

Technical Support Team (Planning)

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: 0161 234 4516

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This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

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Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

3 attachments

 **Deansgate South REP-001 Scoping Report.pdf**
2203K

 **Deansgate South Scoping letter.pdf**
250K

 **dev Asset-Protection-Initial-Enquiry-Questionnaire-Rev-1.1.docx**
416K

Fwd: EIA Scoping Opinion Request - Deansgate South

1 message

Planning MCC <planning@manchester.gov.uk>

22 October 2020 at 16:04

To: Lucy Harrison <l.harrison1@manchester.gov.uk>

Cc: Anthony Moore <a.moore@manchester.gov.uk>

Technical Support Team (Planning)
Planning, Building Control & Licensing
Growth & Development Directorate
Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA
Location address: Level 6 Town Hall Extension, Manchester M2 5DB
Tel: 0161 234 4516

Please consider the environment before printing an e-mail.

----- Forwarded message -----

From: **Planning Liaison** <Planning.Liaison@uuplc.co.uk>

Date: Thu, 22 Oct 2020 at 16:28

Subject: RE: EIA Scoping Opinion Request - Deansgate South

To: Planning MCC <planning@manchester.gov.uk>

In response to Screening Request Ref: **EIA/Deansgate South**, United Utilities does not comment on Screening or Scoping Requests as the level of information we require in terms of understanding any water or wastewater requirements is likely to only become available once the development proposal is progressed nearer to planning application stage. Once the appropriate information is available, we would review and recommend any necessary planning conditions at the planning application consultation stage.

We do however, wish to continue to work closely with local authorities and developers alike in a bid to support sustainable development and economic growth. We would encourage potential developers to contact us at the appropriate time for pre-application discussions. Information for our pre-application services for both water and wastewater is available on our website.

Kind regards,

Emma Hitchmough

**Emma Hitchmough**

Planning Analyst

Planning, Landscape and Ecology

Customer Services

T: 07979 169600unitedutilities.com

Coronavirus

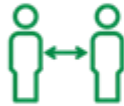
Prevent the spread



Wash your
hands



Disinfect
common surfaces



Practise social
distancing



FEVER +
COUGH
Stay home if you
have symptoms

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Our Planning Team can be contacted by email at Planning.Liaison@uuplc.co.uk

From: a.moore@manchester.gov.uk [mailto:a.moore@manchester.gov.uk] **On Behalf Of** Planning MCC

Sent: 22 October 2020 14:11

To: Lucy Harrison <l.harrison1@manchester.gov.uk>

Subject: EIA Scoping Opinion Request - Deansgate South

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the "EIA" Regulations) - Request for Scoping Opinion

Deansgate South - Land bounded by Chester Road, Bridgewater Viaduct and Deansgate, Manchester

Under Part 4, Regulation 15 of the above regulations, I am informing you of a request made to Manchester City Council for a Scoping Opinion regarding the above development. A copy of the developer's Scoping Report is attached, which sets out what they believe the scope of the Environmental Impact Assessment (EIA) should be.

The purpose of the request is to enable the City Council to make clear to the developer what it considers the main effects of the proposed development are likely to be and therefore the topics on which the proposed EIA should focus.

I am required, under the Regulations, to remind you of your obligation to make available, if requested, any relevant information in your possession. However, you are only required to provide information that is in your possession and there is no obligation to undertake research or otherwise to take steps to obtain information that you do not already have.

The City Council has five weeks from the date of the request to provide a formal Scoping Opinion. If you wish to make any comments to aid the Council in the formulation of a Scoping Opinion, please can you respond to lucy.harrison1@manchester.gov.uk no later than 12 November 2020.

Regards

Anthony Moore

Technical Support Team (Planning)

Planning, Building Control & Licensing

Growth & Development Directorate

Postal address: Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Location address: Level 6 Town Hall Extension, Manchester M2 5DB

Tel: 0161 234 4516

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