Supporting Planning Statement

College View, Moss Lane East, Manchester

On behalf of Cheshire Homes Group

July 2025

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Prepared By: Jack Woodford (Planner) & Aira Molyneux (Senior Planner)

Reviewed By: Chris Sinton (Director)

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EXECUTIVE SUMMARY

This Supporting Planning Statement ("SPS") has been prepared by Asteer Planning LLP ("Asteer") on behalf of Cheshire Homes Group ("the Applicant") in support of a Full Planning Application for the construction of a new Purpose-built Student Accommodation ("PBSA") development at College View, 410-418 Moss Lane East, Manchester ("the Site").

There is a clear need to provide high quality student accommodation both at a national and at a local level to meeting increasing demand. It has been acknowledged that there is a shortage of PBSA in Manchester which is a position accepted within The Executive Paper produced by Manchester City Council ("MCC") in December 2020 and updated in March 2023. With Manchester being the 4th largest student market in the UK and the fact that the student population is projected to increase, it is clear that there is continued demand and an acute need for PBSA in the City. The Executive Paper states that student accommodation will be encouraged in areas which are in close proximity to both the University campuses and high public transport routes.

The Site is in a suitable location for PBSA development for the following reasons:

- It is sustainably located on the edge of the Oxford Road Corridor, within close walking distance of local services, amenities and facilities;
- It is located within close proximity to Manchester's major University Campuses. It is located approximately 0.64km from the University of Manchester (circa 10 minute walk) and 1.3km from the Manchester Metropolitan University (circa 25 minute walk) campuses; and
- In terms of public transport accessibility, the Site has a GMAL score of 8 which represents an exceptional level of accessibility by public transport.

Public consultation has been undertaken by the Applicant prior to submission of this application. The Applicant has also engaged with Officers at Manchester City Council ('MCC') through pre-application discussions. All feedback has been considered and where relevant, amendments to the proposals have been made.

The proposal seeks to meet the shortage of PBSA beds in Manchester through the provision of 132 no. PBSA units of which 20% (26 no.) will be for affordable student rent. The scheme would provide the following direct and indirect benefits:

Economic Benefits

- The scheme will require construction expenditure of circa £14million. This expenditure will sustain 60 FTE (full time equivalent) construction jobs – on and off site – throughout the construction phase, based on the established labour ratios in the construction sector
- The additional apartments, once occupied, will facilitate an additional £2.5 million of student expenditure in the Manchester economy each year, inclusive of tuition fees.
- The scheme will provide new jobs once operational.

Environmental Benefits

- Delivery of a high quality, well-design development through the use of high quality sustainable materials as detailed within the Design and Access Statement.
- The proposals will provide at least a 10% net gain in BNG and include an increase in the number of trees in comparison to that existing.
- The predicted reduction in carbon emissions when comparted to Part L 2021 Col 2 is 17.5%.

Social Benefits

- The scheme a high quality PBSA development, delivery 132 student bedspaces in a sustainable location within close proximity to the Oxford Road Corridor and the Universities. The delivery of student accommodation meets an identified need for this type of accommodation in the City Centre and will relieve pressure on traditional housing stock.
- The proposed development will provide 20% affordable student accommodation which is a significant benefit.
- The proposed development has been designed in accordance with the principles of Inclusive Design providing wheelchair accessible rooms.
- The occupiers of the development would bring additional skills into the Manchester labour market each year – both on temporary basis (with a significant proportion likely to seek part time employment) and permanently on graduation (with Manchester's student retention rate currently standing at circa 50%).

It is considered that the proposed development embodies the principles of sustainable development promoted through the National Planning Policy Framework ('NPPF'). It also complies with the objectives and requirements of the Development Plan when read as a whole. For these reasons, we respectfully submit that planning permission should be granted.

1 INTRODUCTION

1.1 This Supporting Planning Statement ("SPS") has been prepared by Asteer Planning LLP ("Asteer") on behalf of Cheshire Homes Group ("the Applicant") in support of a Full Planning Application for the demolition of the existing residential building and the construction of a new Purpose-built Student Accommodation ("PBSA") scheme at College View, 410-418 Moss Lane East, Manchester ("the Site") (see **Figure 1.1** below).

Figure 1.1 – Site Location Plan



1.2 The description of development is as follows:

> *"Demolition of 410-418 Moss Lane East and erection of part five, part three storey building for use as Purpose Built Student Accommodation (Use Class Sui Generis), associated landscaping, servicing, cycle parking and other associated works."*

1.3 The proposals have been developed in consultation with Manchester City Council ("MCC") Planning Officers, key stakeholders and the local community. **Section 3** of this SPS

provides further detail regarding the pre-application consultation and engagement undertaken.

1.4 Full details of the proposed development are set out within Section 4 of this Statement and described within the Design and Access Statement ("DAS") and supporting drawings prepared by TODD Architects.

The Applicant

Cheshire Homes Group

1.5 Based in Manchester, Cheshire Homes Group was established in 1997 and operates across a range of business areas including residential letting, student and commercial letting, development and construction. The company has predominantly operated in the North West and has overseen a number of residential projects in Manchester including Moss Lane Court, adjacent to the Site. The Applicant has owned the Site since 2007.

Operator

This is Fresh Student Living

1.6 In developing the scheme proposals, the Applicant has sought to work closely with This is Fresh Student Living ("Fresh") who currently have an Agreement in Principle to operate the proposed PBSA development once constructed.

1.7 Fresh are an award-winning student accommodation provider who operate across various cities in the UK. They have been delivering student accommodation developments for over 10 years and have achieved Platinum Certification as an operator from Global Student Living. Fresh have also won 'Best Private Housing (UK & Ireland) at the Global Student Living Awards for the past three years in a row.

1.8 Fresh successfully operate schemes across the UK however this will be one of the first schemes in Manchester.

1.9 **Figure 1.2** overleaf illustrates a selection of operational Fresh schemes across the country.

Figure 1.2 – Existing Fresh schemes



Glassworks, Bristol



Benson Yard, Liverpool



Communal Amenity Area



Private Kitchenette



Communal Study Area



Bedroom

Supporting Information

1.10 This planning application is accompanied by a suite of supporting documents, the scope of which has been discussed and agreed with MCC Officers through pre-application discussions. **Table 1.1** below sets out the list of supporting documents.

Table 1.1 – Supporting Documents

Title	Reference / Date	Author
Relevant Application Forms	11th July 2025	Asteer Planning
Correct Application Fee	11th July 2025	Asteer Planning
This Covering Letter	11th July 2025	Asteer Planning
Supporting Planning Statement	11th July 2025	Asteer Planning
Air Quality Assessment	21st February 2025	Miller Goodall
Arboricultural Impact Assessment	27th March 2025	SEED
Archaeological Desk-based Assessment	March 2025	CIVIC Heritage
Assessment of Biodiversity Net Gain	June 2025	ERAP
BREEAM Pre-Assessment	26th March 2025	BREEAM
Broadband Connectivity Assessment	24th January 2025	GTech Surveys Limited
Construction Management Plan	April 2025	Innov8 Development Solutions
Crime Impact Statement	8th April 2025	GMP Design for Security
Daylight & Sunlight Impact Report	4th March 2025	GIA
Demolition Method Statement	31st March 2025	Collins
Design and Access Statement	July 2025	TODD
Drainage Strategy Report	16th April 2025	Brennan Consult
Ecological Survey and Assessment	June 2025	ERAP
Energy Statement	26th March 2025	McKee Associates
Environmental Noise Survey and Noise Impact Assessment	16th April 2025	Hann Tucker Associates
Environmental Standards Statement	9th April 2025	Watt Energy
External Lighting Assessment	25th April 2025	McKee Associates
Framework Travel Plan	22nd January 2025	SK Transport Planning
Geo-Environmental Appraisal	10th April 2025	Groundtech
Heritage and Townscape Impact Assessment	April 2025	Donald Insall Associates
Landscape Planning Concept	March 2025	DEP Landscape Architecture
Statement of Community Involvement	May 2025	Counter Context
Statutory Biodiversity Metric	May 2025	ERAP
Student Management Plan	May 2025	Fresh
Student Need Assessment	January 2025	Cushman & Wakefield
Television and Radio Reception Impact Assessment	24th January 2025	GTech Surveys Limited
Transport Assessment	30th January 2025	SK Transport Planning
Waste Proforma	June 2025	SK Transport

Structure of SPS

1.11 This Statement is structured as follows:

- **Section 2** outlines the identified need for PBSA at a national and local level.
- **Section 3** provides a description of the Site and its surroundings.
- **Section 4** provides a summary of the pre-application engagement undertaken.
- **Section 5** sets out the details of the Proposed Development.
- **Section 6** contains an overview of local and national planning policy and guidance.
- **Section 7** outlines the principle of development.
- **Section 8** provides details of the relocation strategy for existing residents.
- **Section 9** summarises the technical considerations that have been assessed as part of the planning application.
- **Section 10** sets out the Draft S106 Heads of Terms.
- **Section 11** outlines the key benefits of the Proposed Development.
- **Section 12** provides a summary and conclusion.

2 THE NEED FOR PURPOSE BUILT STUDENT ACCOMMODATION

2.1 This Section outlines the identified need for PBSA at a national and local level.

The Government's Commitment to Delivering Housing

2.2 On 12th December 2024, the Ministry of Housing, Communities and Local Government published the new NPPF and other changes to the planning system. This marks a new chapter in national planning policy with a focused commitment to boosting housing delivery that would meet a range of needs now and in the immediate future, including providing housing for students.

2.3 Paragraph 63 which relates to establishing housing need, states that (with our emphasis in **bold**):

> *"Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing with-care and care homes);* ***students;*** *people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes."*

The Need for PBSA in the United Kingdom

2.4 Knight Frank published a UK Student Market Update in April 2025[1]. The Report focuses on the key development and investment themes and states that *"the total pipeline of PBSA beds is just shy of 200,000 across the UK, with 23% of this under construction".* The pipeline of PBSA is centred in the key cities.

2.5 CBRE's UK Real Estate Market Outlook Report (2024)[2] provides an insight on the Student Accommodation Sector in the UK. The report outlines that:

> *"The PBSA sector continues to be defined by an acute supply and demand imbalance. Student numbers in the UK are at record highs, which is driving strong demand for accommodation. However, the supply of available beds is not keeping*

[1] uk-student-housing-q1-2025-12116.pdf
[2] UK Real Estate Market Outlook 2024

pace with this demand and is increasingly limited by planning constraints and viability challenges. As a result, rental growth prospects for the sector remain strong."

2.6 The CBRE report also lists out the constraints to the supply of PBSA including:

- Challenges in the private rented sector which places upward demand pressure on PBSA;
- Onerous planning requirements, higher construction costs and changes to building regulations; and
- The requirement for older university stock to be modernised.

The Need for PBSA in Manchester

Manchester City Council Executive Paper (May 2023)

2.7 In an Executive Paper to the Economy Scrutiny Committee (May 2023)[3] ("The Executive Paper") it was concluded that there is a clear need for additional PBSA in Manchester and a pipeline of sites were identified to cover identified levels of demand. The Executive Paper is a material consideration to be taken into account when determining planning applications for PBSA.

2.8 A summary of the Executive Paper is provided below:

- Manchester has one of the largest student populations in Europe with over 120,000 studying at Greater Manchester's five universities, and over 400,000 students at the 22 Higher Education Institutions;
- Students make an invaluable contribution to the city's economy, diversity and vibrancy. They help provide a highly skilled economy and are essential to Manchester's growth.
- Providing a residential offer for students to address needs has been a long held Council objective as part of its Housing Strategy and planning policy framework.

[3] https://democracy.manchester.gov.uk/documents/s40262/Purpose%20Built%20Student%20Accommodation%20in%20Manchester%20-%20revised.pdf

- Policy H12 is the relevant policy but needs to be interpreted and applied in line with market changes. This included a need to understand and address affordability challenges and the need to provide accommodation close to the higher education institutions.

- The key issues outlined were:

    - High numbers of second and third year students living in the mainstream private rented sector in the City Centre, and the need to provide more accommodation in close proximity to the Higher Education Institutions ("HEIs").

    - The HEIs have consolidated their academic estates within the Oxford Rd Corridor from South Manchester and beyond.

    - A growing proportion of students are international and are choosing to live in the City Centre, through lifestyle expectations, property type and management.

    - The student housing market in the south of the city, and in Fallowfield and Withington in particular, has contracted as the Universities have consolidated around Oxford Rd.

    - The number of student council tax exemptions has increased by 24% in the City Centre.

    - Economic activity in the Corridor continues to grow with strong demand for additional commercial development with limited opportunities to capture this growth.

2.9 The report outlines how projections estimate that demand for new PBSA could be between 5,440 bedspaces (representing a 1% growth per annum) and 11,320 (representing 2% growth per annum) up to 2030.

2.10 There have been several appeal decisions reaffirming the need for PBSA bed spaces in Manchester. In May 2022, an appeal at Deansgate South (PINs Reference: APP/B4215/W/21/3287525) successfully challenged the Council's evidence that the future need for PBSA could be met within a defined spatial area close to the University Campuses. The Planning Inspector concluded that *"it is not certain that there are enough schemes in the pipeline to meet PBSA demand over the next few years"*.

2.11 In July 2022, another appeal at 188 Wilmslow Road (PINS Reference: Appeal Ref: APP/B4215/W/21/3286831), the Planning Inspector concluded that: *"The Council has also sought to demonstrate that it has a sufficient supply of PBSA in the pipeline to cater for the need. A number of these sites though do not have planning permission, based on what I was told at the hearing. Accordingly, there is limited assurance at the present time that such sites would proceed."*

2.12 In association with Officers, a recent review has identified and assessed a pipeline of sites that could potentially be used for PBSA; including those within the estate plans of the University of Manchester and Manchester Metropolitan University. The Executive Paper confirmed that many students were not able to be housed in PBSA developments in the City as a result of Universities closing down dilapidated accommodation and also because an insufficient amount of developments were not coming forward.

2.13 The Report also states that a high quality residential offer for students in appropriate locations is critical for the Universities to attract and retain students in a global market; and that PBSA developments should be located in the areas immediately adjacent to the core University areas, notably the Oxford Road Corridor Area.

2.14 The Report concludes that:

> *"There is a clear need for additional Purpose-Built Student Accommodation in Manchester. However, we need to make sure that new accommodation is provided in appropriate locations in accordance with Policy H12. Recent appeal decisions have questions whether the Council can demonstrate that future demand can be met within close proximity to the HEI's."*

Cushman & Wakefield Student Need Assessment (2025)

2.15 A Student Need Assessment has been prepared by Cushman & Wakefield in support of this Planning Application. This assessment provides an overview of the existing PBSA market within Manchester particularly in relation to supply and demand of development.

2.16 With Manchester being the UK's fourth largest student market, there is a continuing need to provide high quality, well managed PBSA development in the City. To put this into context, the University of Manchester is the UK's largest single institution and attracted 42,260 full-time education student in 2021/22 which represents a 14% increase since 2016/17. Manchester Metropolitan University has also seen a 13% increase in student numbers over the same timeframe. It is predicted that the City's student population will

continue to grow for reasons such as the increase in the number of International students increasing the demand for PBSA.

2.17 In 2024/25, there were 26,445 PBSA bed spaces available to students in Manchester. The current PBSA market is characterised predominantly by older bed spaces within traditional university settings and there has been a limited supply of PBSA developments coming forward in the City.

2.18 The city-wide student to bed ratio currently stands at 2.07:1 which means that circa 28,280 students with a requirement for a room are currently unable to access one within a PBSA development. Cushman & Wakefield's scenario modelling which forms part of the Student Need Assessment shows that without significant additional PBSA development to come forward, many students will be forced to turn to the traditional housing sector to find accommodation, thus putting pressure on this already saturated market.

2.19 In respect of the Site's location, the Student Needs Assessment outlines that:

> *"The location is likely to have significant appeal to students as it sits minutes from numerous bars, restaurants, parks, and shops, including Whitworth Park. There is strong demand for PBSA within the area, with its easy commutable proximity to both the City Centre and University Campuses, as well as frequent public transport links and pedestrian / cycle activity to the City and beyond."*

Precedent Schemes

2.20 A recent PBSA Scheme at Renshaw House, Hyde Grove, Ardwick (LPA Ref: 140060/FO/2024) was recommended for approval subject to the outcome of their viability assessment at MCC's Planning Committee in February 2025. Within the Committee Report for this application, the Officers accepted that there was an additional need for PBSA outlining that *"there is a recognition that there is a need for further student accommodation in the City"*. It is therefore clear that additional bedspaces over and above those that were previously identified within the Executive Report are required to meet the demand for student accommodation.

Summary

2.21 There is a clear need to provide high quality student accommodation at a national and at a local level. It has been acknowledged that there is a shortage of PBSA in Manchester which is a position accepted within The Executive Paper. Manchester has one of the largest student populations and currently the 4th largest student market in the UK.

2.22 With the student population projected to continually increase, there is an increased demand for PBSA in the City and therefore an acute need for this type of development proposed to come forward.

2.23 The proposals seek to respond to the current need for PBSA development through the proposed delivery of 132 studio bed spaces (6 of which will be accessible) including 20% affordable student rent. The Site is in a suitable location for PBSA for the following reasons:

- It is sustainably located on the edge of the Oxford Road Corridor, within close walking distance of local services, amenities and facilities;
- It is located within close proximity to Manchester's major University Campuses. It is located approximately 0.64km from the University of Manchester (circa 10 minute walk) and 1.3km from the Manchester Metropolitan University (circa 25 minute walk) campuses; and
- In terms of public transport accessibility, the Site has a GMAL score of 8 which represents an exceptional level of accessibility by public transport.

3 SITE AND SURROUNDINGS

3.1 This Section of the SPS provides a detailed description of the Site, Surrounding Area and relevant planning history.

The Site

3.2 The Site extends to circa 0.2 hectares ("ha") and comprises a three-storey building comprising 19 residential apartments (Use Class C3a) bound by Moss Lane East to the north, Acomb Street to the west, residential properties on Haydn Avenue to the south and Moss Court to the east, beyond which is Playfair Street. A Site Location plan (ref: MLE-TOD-10-ZZ-DR-A-10001) prepared by TODD Architects is enclosed at **Appendix 1**.

3.3 The existing building comprises a brown brick terraced building with nine bays arranged over three floors. A continuous brick band runs across the frontage at first-floor cornice level. The existing building also has a pitched roof which faces Moss Lane East. The building steps down in height to the rear dropping to two storeys in height to the corner of the Acomb Street frontage. The building has been party to multiple modifications over the years.

3.4 The property is surrounded by a brick wall on both the Moss Lane East and Acomb Street frontages. Within the boundary walls are two small outbuildings, a small, surfaced car park (accommodating up to 6 cars) and 7 small trees which provide screening to the building from Moss Lane East.

3.5 The main pedestrian access onto the Site is via a gate off Moss Lane East. The main vehicular access onto the Site is via Acomb Street.

Site Designations

3.6 The following designations cover the Site:

- **Flooding**: The Site is located in Flood Zone 1, where there is a low probability of flooding from rivers and sea. According to the Environment Agency's Surface Water Map, there is no risk of flooding from surface water on the Site.

- **Heritage:** The Site is not located within any identified Conservation Area, nor does the Site include any listed buildings. The closest designated heritage asset is the Grade II Listed Building '466 and 468, Moss Lane East' (List Entry Number: 1197931) located approximately 200m east of the Site.

- **Ecology:** The Site does not contain any ecological designations, including Sites of Special Scientific Interest ("SSSI") or Special Protection Areas ("SPA"). The Site is not located in an Area of Outstanding Natural Beauty ("AONB"), or any other area designated for its landscape value.

- **PRoW:** There are no Public Rights of Way which run through the Site.

- **Trees:** 7 small Category C trees are located along the Moss Lane East elevation, however, none of these are subject to a Tree Preservation Order ("TPO").

Surrounding Area

3.7 The surrounding context is predominantly residential/student residential with dwellings to the west, south and east. To the north of the Site is Manchester Academy High School and The Gallery which is a 4 storey, apartment building. Immediately adjacent to the Site, to the east, is Moss Court Student Accommodation. Whitwork Park adjoins the High School which is large area of open space nestled in between the built form. To the south of the Site, are two-storey student houses and terraced housing dispersed across several rows. To the west of the Site are dwellings and the Jaffaria Islamic Centre (two-storeys).

3.8 There is an established student population already living within the surrounding area. The following analysis provides a snapshot of the properties in the local area currently being marketed for students on Rightmove in the M14 post code.

Figure 3.1 - Map of rented accommodation for M14. Source: Rightmove



3.9 The below table provides an overview of some of the properties for rent in the immediate vicinity of the Site.

Table 3.2 – Student Properties for Rent in the Vicinity of the Site

Address	Bedroom no.
Rusholme Place, Manchester, M14	6
Banff Road, Manchester, M14	5
Heald Place, Manchester, M14	5
Moss Lane East, Manchester, M14	10
Moss Lane East, Manchester, M14	2
Roberts Avenue, Manchester, M14	6
Ruskin Avenue, Manchester, M14	7
Ruskin Avenue, Manchester, M14	7
Haydn Avenue, Manchester, M14	8
Haydn Avenue, Manchester, M14	4
Haydn Avenue, Manchester, M14	4
Haydn Avenue, Manchester, M14	4
Haydn Avenue, Manchester, M14	6
Maine Road, Manchester, M14	5
Fairbank Avenue, Manchester, M14	8
Normanby Street, Manchester, M14	6
Cyril Street, Manchester, M14	7
Acomb Street, Manchester, M14	6
Crofton Street, Manchester, M14	7
Crofton Street, Manchester, M14	6
Crofton Street, Manchester, M14	5
Deramore Street, Manchester, M14	6
Ossory Street, Manchester, M14	4
Ossory Street, Manchester, M14	8

3.10 In strategic terms, the Site is located on the edge of the Oxford Road Corridor (see **Figure 3.2** overleaf) where the University of Manchester, Manchester Metropolitan University and the Royal Infirmary are located.

Figure 3.2 - Site Location and Strategic Context



Source: Design and Access Statement / Manchester Local Development Framework - TODD Architects

3.11 In terms of the University of Manchester, the Ellen Wilkinson Building is located 0.64km north of the Site, the Library building is 0.79km north and the Samuel Alexander building is 0.72km north (all circa. 10 minute walk from the Site).

3.12 The Manchester Metropolitan University is located marginally further north than The University of Manchester. The Geoffrey Manton Building is located 1.32km north of the Site, the Nancy Rothwell Building is 1.37km north east and the Business School 1.26km north (all within a 30 minute walk from the Site).

Accessibility

3.13 The Site is in a sustainable and accessible location. There are numerous, traffic-free shared pedestrian-cycle routes available within close proximity to the Site. The paths within Whitworth Park to the north provides an alternative means of accessing the City Centre and main University Campuses.

3.14 Access can be gained to the Oxford Road Corridor which is 400m away (circa 5 minute walk) allowing access to a key public transport corridor serving the City.

3.15 The following amenities and services are located within walking distance of the Site:

- Local Centre amenities on Wilmslow Road such as Tesco, Lidl, Co-op, takeaways, post box, cash machines, hairdressers, pharmacies and a doctors surgery along with Moss Lane Medical Centre (circa 10 minute walk);
- Manchester Royal Infirmary is within a 15 minute walk of the Site;
- Manchester City Centre is within 25 minute walk of the Site.

3.16 In respect of Public Transport accessibility, the Site has a Greater Manchester Accessibility Level ("GMAL") of 8 (Score: 27.85) which represents an exceptional level of accessibility by public transport. The Site is located on the Bee Network and located along a central bus route which leads directly to Manchester City Centre. There is a bus stop located immediately outside of the Site on Moss Road East (Bus Stop ID: MANGTPJD) which provides multiple services to and from the City Centre as well as other destination such as Flixton, West Didsbury, Withington, Chorlton upon Medlock and Manchester Piccadilly. Table 4.1 of the accompanying Transport Assessment details the 12 bus routes which are within 400m of the site such as 16, 41, 42, 42A, 42B, 42C, 43, 53, 111, 142, 143 and 147.

3.17 The nearest Metrolink Station is Deansgate-Castlefield which is 2.6km northwest of the Site. The Metrolink services which operate here are the Blue Line (Eccles – Ashton-Under-Lyme), Green Line (Altrincham - Bury), Navy Lane (Manchester Airport - Victoria), Pink Lane (East Didsbury-Rochdale Town Centre), Purple Line (Altrincham – Piccadilly) and Red Line (Trafford Centre -Deansgate Castlefield). which operate on a 12-minute frequency throughout the day. All tram stops have step free access to all platforms, help points and security camera coverage.

3.18 Manchester Oxford Road station is located approximately 2.5km north of the Site. The train station provides regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Blackpool, Llandudno, Liverpool Lime Street, Crewe, Wilmslow, Warrington Central, Barrow In Furness, Cleethorpes, Norwich, Edinburgh and Manchester Airport.

Relevant Planning History

3.19 A search of MCC's available online planning records has been undertaken. The following planning applications have been made at the Site:

- **20704:** *Conversion of five dwellinghouses into 19 self-contained flats with dormer roofs to front elevation and minor extension to rear of No. 418* – Approved 10th January 1984.
- **F09771**: *Three-storey flat development for elderly persons and general use after demolition of existing houses* – Withdrawn in 1978.

Summary

3.20 The Site comprises a three storey brick building which comprises 19no. residential apartments located on the edge of the Oxford Road Corridor. There are no existing constraints on the Site that preclude the redevelopment of the Site.

3.21 The surrounding area is predominantly residential in nature and there is an established student population already living within the surrounding area.

3.22 The Site is sustainably located, being within walking distances to services and amenities. In terms of public transport accessibility, the Site has a GMAL score of 8 which represents an exceptional level of accessibility by public transport.

4 PRE APPLICATION CONSULTATION

4.1 This Section of the SPS provides a summary of the pre-application consultation which has been undertaken as part of the planning application. A Statement of Community Involvement ("SCI") has been prepared by Counter Context and accompanies this planning application. This Section provides a summary of the following:

- Pre-application discussions with MCC planning officers;
- Consultation with Elected Representatives; and
- Community Consultation.

4.2 The public consultation exercise has been carried out in line with the following guidance contained within the National Planning Policy Framework ("NPPF") (December 2024) and MCC's adopted Statement of Community Involvement (June 2018).

Pre Application Meeting with MCC

4.3 The Applicant has engaged with Planning Officers at MCC prior to the submission of the planning application. A summary of the key engagement milestones along with the feedback received is set out below:

- **September 2023** - Initial Meeting to discuss the principle of PBSA development and initial design parameters.
- **May 2024** - Meeting to provide an overview of the updates to the scheme and how they have sought to respond to previous comments relating to scale and massing.
- **November and December 2024** - Correspondence with Robert Griffin to discuss design updates to address comments relating to bulk, scale and massing and the buildings relationship to Acomb Street.

4.4 The scheme's design was subsequently amended in response to the feedback received from Officers at MCC. Further details of the key design moves are provided later in this Section.

Consultation with Elected Representatives

4.5 The Site is located within the Moss Side ward, but is situated very close to the boundary of Ardwick Ward. As detailed within the SCI prepared by Counter Context, an email was

issued to the Elected Members for both the Moss Side and Ardwick wards on 18th June 2024.

4.6 The email provided an introduction to the Applicant, the Site, the development proposals, and the consultation process. It also invited the Councillors to a meeting with the Applicant Team, either in-person or virtually, to discuss the plans in more detail should they wish to.

4.7 Councillor Abdullatif of Ardwick Ward accepted the invitation for a meeting and met with the Applicant's team via Microsoft Teams on Friday 5 July. During the meeting, the Applicant's team provided an overview of the scheme and then opened the floor to allow Councillor Abdullatif to ask questions and offer feedback.

4.8 The Applicant has also reached out to Moss Side Ward Councillors in relation to setting up a meeting to discuss the proposals. At the time of submission, a meeting date has not been fixed.

Community Consultation

4.9 A consultation notification postcard was distributed via Royal Mail on Thursday 4 July 2024 with the view of it landing with recipients at the start of the consultation period on Monday 8 July 2024. The postcard (**Appendix 1)** provided an introduction to the proposals and invited recipients to engage with the consultation via the online feedback form or through email.

4.10 As detailed within the submitted SCI, the consultation postcard was distributed to 750 addresses within the consultation boundary. In addition, the following steps were taken by the Applicant:

- A press release was issued on Monday 8 July 2024 to a range of local, regional and national media publications. It provided introductory information about the proposals and details of the public consultation. Articles subsequently appeared in Manchester Evening News, Place North West, The Business Desk, Estates Gazette and Global Student Living.

- A dedicated consultation website (**www.collegeview-manchester.com**) went live on Monday 8 August 2024. It provided information about the proposals and included links to the online feedback form and project email address.

Feedback

4.11 Across the consultation, a total of 22 no. comments were received, all of which have been carefully considered by the project team. The detailed feedback can be found within the SCI however, a summary is provided below including the Applicant's response:

Table 4.1 – Consultation responses

Topic	Applicant Response
Height and scale	
Requests for the building to be reduced in height/scale. Suggestion that the building should not exceed the height of surrounding buildings.	The design has evolved in discussion and response to the feedback received from Officers at MCC and other key stakeholders. The design evolution is visualised and explored in further detail within the accompanying DAS. In terms of scale and massing, the height of the building has been reduced from a 6 storey single building to a part five, part three storey building which steps down towards the Acomb Street elevation. This is considered to assimilate better with the surrounding context such as the 4 story 'Homes for Students Park View' and the part 6 and 5 storey 'Ropemaker Court' which are both student accommodation.
Principle of PBSA	
Suggestions that the proposals should instead seek to deliver affordable housing, mixed used housing, or homes for the elderly instead of PBSA. Some respondents expressed support and/or agreed with the principle of PBSA on the site.	It has been acknowledged that there is a shortage of PBSA in Manchester which is a position accepted within the Council's Executive Paper (2023). With the student population projected to increase, there will be an additional demand for PBSA in the City. The proposals seek to respond to the current need for PBSA development through the proposed delivery of 132 studio bed spaces, 6 of which will be accessible. 20% of the proposed units will be affordable. Furthermore, the Site serves a suitable location for PBSA development being situated on the edge of the 'Higher Education Corridor'. The Site is just 10-15 mins walk to Manchester's two major university campuses – Manchester Metropolitan University and the University of Manchester. The Site also enjoys a range of public transport options close by.
Concern about potential noise disturbance from students.	The Environmental Noise Survey and Noise Impact Assessment prepared by Hann Tucker Associates shows that the Site, with the appropriate mitigation measures is suitable for development. Furthermore, the Student Management Plan prepared by Fresh outlines that any anti-social behaviour such as excessive noise will be actively managed by their Residents' Team in line with an internal procedure ensuring no disturbance to neighbouring properties.
Opposition to the loss of family housing at College View as a result of the proposals.	The Applicant has discussed their intentions to redevelop the Site for PBSA with the existing tenants within the building. Initial conversations were had between Cheshire Homes Group and existing tenants prior to the Community Consultation in July 2024.

	For those who require alternative accommodation as a result of the loss of the existing building, Cheshire Homes Group, will assist in relocating these individuals to other properties within their portfolio (see Section 9 of this SPS).
The area is already overpopulated and that further increasing the population through developments such as this can negatively affect local residents, particularly in relation to access to key services (such as GPs) due to oversubscription.	It is acknowledged that there are concerns around students in the area. This scheme provide PBSA where there is a clear need and thereby enabling larger properties to be freed up for family housing. During the determination of the planning application discussions will be undertaken with MCC officers regarding any potential impacts on local infrastructure.
Design	
One respondent noted that they'd like to see more green spaces included in the design that are open to all.	The design includes a communal garden located to the rear of the building which would offer residents a vital source of outdoor space. A broad range of native wildflowers and planting would be integrated across the gardens, providing habitats for insects, birds and other forms of wildlife, whilst also helping to enhance the developments biodiversity. Planting would also be provided around the Site. It is important to note that whilst the communal gardens is for the use of the residents because operational and safety requirements, Whitworth Park is within close proximity of the Site.
The design of the building should follow the established footprint of Moss Lane East and Acomb Street.	The design broadly follows the same built footprint as the existing building keeping an area to the rear open in the form of a landscaped communal garden.
A suggestion to soundproof the building and rooftop garden to ensure that students are able to enjoy themselves without causing disruption to nearby neighbours.	The rooftop garden no longer forms part of the proposed development. The Operator would ensure that no disruptive behaviour from students would occur on site. As detailed within the Student Management Plan Residents and neighbours are encouraged to raise complaints in person to a member of the Residents' Team, in writing, by call, or through an online Complaints Form. The aim is for complaints to be resolved immediately by the Residents' Team.
Concern about the proximity of the development to the alleyway and to the rear to the site, as well as the properties along Haydn Avenue.	A Crime Impact Statement has been prepared as part of the Planning Application. This has concluded that the proposed development provides the opportunity to include security features built into the design and construction of the building and avoid the need for obtrusive retrofitted measures that can increase the fear of crime. Furthermore the Student Management Plan which includes the operational statement states that the Residents' Team at the scheme will consist of a General Manager, Resident Manager, Resident Advisors, Maintenance Technicians & Housekeepers. This team will work flexibly to accommodate residents' needs. The scheme will be staffed 24/7, providing a point of contact for reporting repairs, deliveries and parcel collections, resident disputes and complaints, hosting social events, providing general local information and signposting to specialist services, and handling lettings enquiries.

	It also states that during the mobilisation phase, the onsite resident team will, where possible, keep neighbours and the local community informed about the progress of the build by attending community meetings as required. Once operational Fresh is committed to proactive engagement with key stakeholders.
Car parking and travel	
The development must have adequate car parking provision.	The proposed development is car free with the exception of two disabled parking spaces to be located on street. As part of the rental agreement to stay within the property, students are asked to confirm that they will not be bringing a car so as not to put pressure on the surrounding streets. The Site is in a sustainable location with a GMAL Score of 8 demonstrating an excellent level of public transport accessibility which encourages active travel. The drop off / pick up days will be managed by the Residents Team and slots would need to be booked to limit any impacts on the surrounding roads.
More frequent buses are needed along the road (particularly the 111 service) during peak times.	The Transport Assessment confirms that the 111 service currently runs 4 services per hour during the daytime and 3 services per hour during the evening Monday-Saturday.
The scheme falls within a residents parking scheme and so it should be agreed that residents of the proposed development residents would not be eligible for the scheme as this would negate the benefits of the scheme to current residents.	As part of the rental agreement to stay within the property, students are asked to confirm that they will not be bringing a car so as not to put pressure on the surrounding streets. It is expected that MCC will not allow residents at the development to have a street parking permit.
Community Benefits	
No reference is made to how the development would benefit the local community.	The benefits of the scheme are set out within **Section 11** of this Planning Statement. The questionnaire linked on the consultation website asked respondents how they'd like to see the development benefit the local community. The response to these included community litter picks, planting and enhancing green spaces, and community activities. The Applicant is agreeable to organising an event in this regard.
Community engagement	
The Applicant should meet with the local community to discuss the proposals.	This Section of the SPS outlines the consultation engagement undertaken by the Applicant prior to the submission of the planning application demonstrating that all feedback has been considered as part of the proposed development. The consultation strategy was agreed with officers at pre application stage and an online consultation was proposed due to wanting to maximise the reach to as many residents as possible.
A comment praising the Applicants approach to engaging local residents at an early stage in the planning process.	The Applicant welcomes this support.

Summary

4.12 This Section of the SPS demonstrates that meaningful consultation has been undertaken by the Applicant prior to submission of this application. All feedback has been considered and where relevant, amendments to the proposals have been made.

5 PROPOSED DEVELOPMENT

5.1 This Section describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development is described fully in the DAS prepared by TODD Architects and presented on the application drawings.

Description of Development

5.2 The planning application is submitted in full. The description of development is as follows:

> *"Demolition of 410-418 Moss Lane East and erection of part five, part three storey building for use as Purpose Built Student Accommodation (Use Class Sui Generis), associated landscaping, servicing, cycle parking and other associated works."*

5.3 Details of the proposed development are described in the following sections.

Demolition

5.4 The existing residential building. including 19 no. residential apartments and ancillary structures in the car park are proposed to be demolished.

5.5 A Demolition Method Statement, Demolition Plans and Construction Management Plan have been submitted with this application.

Use and Amount

5.6 The proposed development is for a PBSA development (Use Class Sui Generis) comprising 132no. studio apartments in replace of the existing residential apartments (Use Class C3) on the Site. 20% (26 no.) of the studios are proposed to be for affordable student rent.

5.7 The proposed mix is shown below:

Table 5.1 – Proposed Mix

Level	Bed Space Type		Sub Total
	Studio	Accessible Studio	
4	16	0	16
3	21	0	21
2	32	1	33
1	36	0	36
0	21	5	26
B1	-	-	-
Total	126	6	132

Mix	95%	5%	

5.8 The proposed floor areas is set out below:

Table 5.2 – Proposed Floor Areas

Areas			
Level	Proposed GEA m2	Proposed GIA m2	Proposed NLA m2
4	438.3	402.1	282.6
3	533.3	494.1	533.3
2	822.3	766.3	562.2
1	854.9	799.1	588.4
0	854.9	787.5	742.7
B1	341.8	311.9	-
Totals			
	3845.5	**3561**	**2439.2**

5.9 Each student will have their own en-suite, kitchenette and study space within their studio. The studios will be accessed via a communal corridor.

Amenity Space

5.10 There are communal facilities available to use by all the students including study spaces, dining room, shared gym and laundry room. The students will also have access to a landscaped, communal garden located to the rear of the building.

Roof Level

5.11 At roof level, the proposed development includes a sedum roof which would be accessible for maintenance only along with PV Panels and ASHP which would be located behind an acoustic louvred screen.

Refuse and Cycle Storage

5.12 A separate sheltered store for waste disposal and the storage of bicycles is located to the southwest corner of the Site. A total of 40 cycle spaces are provided (30% provision) which will be in a covered store to the rear of the building.

Layout

Lower Ground Floor

5.13 The proposals involve the creation of a lower ground floor which include shared facilities such as a study space, a private dining room, gym, laundry and ancillary accommodation including a plant room.

Ground

5.14 The main entrance to the building is located off Moss Lane East via a short path from the pavement. Residents and visitors will enter along this frontage to the main reception area. The ground floor of the building comprises the majority of the accessible studios to enable level access.

5.15 The vertical circulation core is located to the internal corner of the building and comprises 2no. lifts, a stair and service risers.

Access to the rear landscaped garden is also provided at ground floor level.

First Floor

5.16 The first floor comprises the larger studio rooms with views onto Moss Lane East. These rooms will be marketed as the larger rooms as they benefit from the bay windows and a larger internal floor area. Further studios are situated to the rear of the building towards the Acomb Street frontage.

Second Floor

5.17 The layout on this floor largely replicates the first floor, however, a key difference is that it includes the first of the 'set-backs' that are a key feature of the proposed building. The building's set-back occurs on Acomb Street so that the scale of the building on Acomb Street is 2 storeys with a setback attic floor.

5.18 The studios within the upper elements (*'the attic'*) are larger rooms which benefit from bay windows.

Third Floor

5.19 The 'leg' of the building on Acomb Street becomes a roof while the massing to Moss Lane East continues upwards.

5.20 The proposed floor plan replicates the second floor below.

5.21 This vertical 'stacking' of the studios enables an efficient servicing strategy.

Fourth Floor

5.22 The building again steps back at this level to create the upper 'attic' on Moss Lane East. This also occurs as the building turns the corner onto Acomb Street.

Rear of Building

5.23 The proposals make provision for circa 200sqm of amenity space in the form of a landscaped communal garden which will be accessible to all students living within the building.

Appearance & Scale

5.24 The proposed development would be a part five, part three storey building.

5.25 The majority of the building fronting on to Moss Lane East is proposed to be made of red brick that is slightly darker than the red proposed along Acomb Street. Windows are proposed in a grey toned PPC aluminium. The special PPC finish ensures that the windows have 'life' and change according to the lighting conditions. In bright sunlight they appear almost white and are redolent of the common white painted sash windows of the neighbouring context.

5.26 The entrance is articulated with pale grey cast stone applied on top of the brickwork.

5.27 The pavers to the landscaping are proposed in exposed aggregate concrete paving slabs.

Access and Servicing

5.28 As agreed with Officers, the development will be car-free other than two disabled parking spaces that will be provided on street by modifying the existing TRO in the bay bounding the site on Acomb Street.

5.29 A loading bay will also be provided along Acomb Street to facilitate resident changes at the beginning / end of term but also for deliveries to the site. As detailed above, the stacking of the studios facilitates an efficient servicing strategy.

Cycle and Bin Shelter

5.30 A secure bin and cycle store is located to the rear of the building. It is expected that the delivery vehicles will use the loading bay on Acomb Street and the pedal bikes will use the cycle parking provided.

Landscaping

5.31 The landscaping proposals have been prepared and visualised within the Landscape Planning Concept which has been prepared by DEP (ref: 5520 Rev A) which shows the comprehensive landscaping scheme on the Site.

5.32 The plans show the following key elements:

- A mixture of hard and soft landscaping which responds to the building's architectural form;
- Grassed lawn;
- Ornamental trees within the planting;
- A mixture of shrub planting;
- 2no. bike storage loops;
- Paved pedestrian areas.

5.33 The proposed development comprises the loss of 7no. small Category C trees. As part of the landscaping proposals, however, it is proposed that there are 19no. new trees to be planted across the Site.

Operational Management

5.34 Fresh are the chosen Operator who has an Agreement in Principle with Cheshire Homes Group to manage the development post completion. Fresh has prepared a Student Management Plan which has been submitted in support of this application.

5.35 The Residents' Team at the scheme will consist of a General Manager, Resident Manager, Resident Advisors, Maintenance Technicians and Housekeepers. This team will work flexibly to accommodate residents' needs. The scheme will be staffed 24/7, providing a point of contact for reporting repairs, deliveries and parcel collections, resident disputes and complaints, hosting social events, providing general local information and signposting to specialist services, and handling lettings enquiries.

5.36 Fresh operate a tiered approach to ensure a responsive service for maintenance. For minor issues, we utilize an approved list of small local contractors, enabling quick and cost-effective resolutions and promoting customer satisfaction. For larger and more specialized jobs, we work with approved regional or national contractors.

5.37 There will be an in house cleaning team which will ensure the building is kept in the best condition as possible. The laundry will be open 24/7 and machines will be operated using an app. Residents can also check the laundry room's occupancy online and even book laundry slots in advance for efficient management.

5.38 Fresh implements a robust recycling program, which will be detailed in the Resident Handbook provided upon check-in. Clear signage and separate bins for recyclable materials are provided.

5.39 In terms of general maintenance the site will employ a dedicated Maintenance Technician and housekeepers who will be responsible for maintaining both the internal and external appearance of the building. In addition, the General Manager will conduct a daily walkthrough of the scheme, including external areas, to ensure the development is always well maintained.

Summary

5.40 Planning Permission is requested for the following development:

> *"Demolition of 410-418 Moss Lane East and erection of part five, part three storey building for use as Purpose Built Student Accommodation (Use Class Sui Generis), associated landscaping, servicing, cycle parking and other associated works."*

5.41 This Section describes the use and amount, layout and scale, appearance and means of access to the development.

6 PLANNING POLICY FRAMEWORK

6.1 This Section of the SPS sets out the key planning policies at the national and local level which are relevant to the determination of this planning application.

The Development Plan

6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

6.3 The relevant adopted Development Plan Documents ("DPD") for the Site comprises:

- Places for Everyone ("PfE") Joint Development Plan Document (2024);
- Manchester Core Strategy 2012-2027 (2012); and
- Extant Unitary Development Plan ("UDP") Policies.

Site Designations

6.4 The Site is designated by MCC's Local Plan & UDP Policies Map to be within the following areas:

- 'Inner Areas' (**Policy SP1**)

  Spatial Principles

  The key spatial principles which will guide the strategic development of Manchester to 2027 are:

  - *The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.*
  - *The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City.*
  - *Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the*

North Manchester, East Manchester and Central Manchester Regeneration Areas.

- *The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.*

- *The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.*

- *New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.*

Core Development Principles Development in all parts of the City should:-

- *Make a positive contribution to neighbourhoods of choice including:-*
    - *creating well designed places that enhance or create character.*
    - *making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.*
    - *protect and enhance the built and natural environment.*
- *Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.*
- *Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision;*

- 'Central Manchester' (Policy EC8 & Policy H5).

Places for Everyone (March 2024)

6.5 The Places for Everyone ("PfE") Joint Development Plan Document has been produced by nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – after Stockport pulled out) to facilitate jobs, new homes, and sustainable growth across Greater Manchester. It has been published by the Greater Manchester Combined Authority ("GMCA") on behalf of the nine districts. The PfE Development Plan Document took effect and became part of the Statutory Development Plan for each of the nine PfE authorities on March 21, 2024.

6.6 The following PfE policies are relevant to the proposal:

- Policy JP-STRAT5 (Inner Areas);
- Policy JP-STRAT14 (A Sustainable and Integrated Transport Network);
- Policy JP-S1 (Sustainable Development);
- Policy JP-S2 (Carbon and Energy);
- Policy JP-S4 (Flood Risk and the Water Environment)
- Policy JP-S5 (Clean Air)
- Policy JP-H1 (Scale, Distribution and Phasing of New Housing Development);
- Policy JP-H2 (Affordability of New Housing);
- Policy JP-H3 (Type, Size and Design of New Housing);
- Policy JP-H4 (Density of New Housing);
- Policy JP-G6 (Urban Green Space);
- Policy JP-G7 (Trees and Woodland);
- Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity);
- Policy JP-C5 (Streets for All);
- Policy JP-C6 (Walking and Cycling); and
- Policy JP-C8 (Transport Requirements for New Development).

6.7 The above policies are described in detail in the Policy Schedule located in **Appendix 2** of this Statement.

Manchester Core Strategy (2012)

6.8 The Core Strategy 2012 - 2027 was adopted by MCC on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. The following policies are relevant to the proposal:

- Policy H12 (Purpose Built Student Accommodation)

  The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.

  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 streetscene either from the proposed 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 DM 1 (Development Management).

  All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

  - *Appropriate siting, layout, scale, form, massing, materials and detail.*
  - *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*
  - *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include*

proposals which would be sensitive to existing environmental conditions, such as noise.

- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
- *Community safety and crime prevention.*
- *Design for health.*
- *Adequacy of internal accommodation and external amenity space.*
- *Refuse storage and collection.*
- *Vehicular access and car parking.*
- *Effects relating to biodiversity, landscape, archaeological or built heritage.*
- *Green Infrastructure including open space, both public and private. The use of alternatives to peat-based products in landscaping/gardens within development schemes.*
- *Flood risk and drainage.*
- *Existing or proposed hazardous installations.*
- *Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-*

  a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

  Year 2010 - Code Level 3;
  Year 2013 - Code Level 4;
  Year 2016 - Code Level 6; and

  b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

- Policy SP1 (Spatial Principles);

- Policy H1 (Overall Housing Provision);
- Policy H5 (Central Manchester);
- Policy EC1 (Employment and Economic Growth in Manchester);
- Policy EC8 (Central Manchester);
- Policy T1 (Sustainable Transport);
- Policy T2 (Accessible Areas of Opportunity and Need);
- Policy CC5 (Transport);
- Policy CC9 (Design and Heritage);
- Policy CC10 (A Place for Everyone)
- Policy EN1 (Design Principles and Strategic Character Areas);
- Policy EN3 (Heritage);
- Policy EN4 (Reducing C02 Emissions by Enabling Low and Zero Carbon Development)
- Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies);
- Policy EN8 (Adaptation to Climate Change);
- Policy EN9 (Green Infrastructure);
- Policy EN14 (Flood Risk);
- Policy EN16 (Air Quality);
- Policy EN17 (Water Quality);
- Policy EN18 (Contaminated Land & Ground Stability);
- Policy EN19 (Waste); and
- Policy PA1 (Developer Contributions).

6.9 The above policies are described in detail in the Policy Schedule located in **Appendix 2** of this Statement.

Saved Unitary Development Plan Policies

6.10 The Manchester Core Strategy replaced much of the Unitary Development Plan policies. However, there are some policies that remain extent. The following policies are relevant to this application:

- DC26.1 – DC26.6 (Development and Noise).

Other Material Considerations

6.11 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:

- National Planning Policy Framework ("NPPF")
- National Planning Practice Guidance ("NPPG")
- Supplementary Planning Guidance and Documents ("SPGs" and "SPDs")

National Planning Policy Framework ("NPPF") (2024)

6.12 The revised National Planning Policy Framework ("NPPF") in December 2024. The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications. The key paragraphs relevant to this planning application are set out below.

6.13 **Paragraph 11** which states that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
    - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

6.14 **Paragraph 63** says within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes.

6.15 **Paragraph 124** states 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. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

6.16 **Paragraph 135** states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users51; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

National Planning Practice Guidance

6.17 On 6th March 2014, the former Department for Communities and Local Government published the National Planning Practice Guidance ("PPG"). The PPG is regularly updated and provides further guidance on the interpretation of national planning policy within the Framework. It is, therefore, a material consideration in the determination of the application.

6.18 Paragraph: 004 Reference ID: 67-004-20190722 of the NPPG states *"Strategic policy-making authorities need to plan for sufficient student accommodation whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus. Encouraging more dedicated student accommodation may provide low cost housing that takes pressure off the private rented sector and increases the overall housing stock. Strategic policy-making authorities are encouraged to consider options which would support both the needs of the student population as well as local residents before imposing caps or restrictions on students living outside university-provided accommodation. Local Planning Authorities will also need to engage with universities and other higher educational establishments to ensure they understand their student accommodation requirements in their area".*

Supplementary Planning Guidance and Documents

GMCA Design Guidance for Net Zero (March 2025)

6.19 This document is part of a series of guidance focuses on how to design buildings to achieve the net zero ambitions and outcomes set in GMCA policy.

Guide to Development in Manchester (April 2007)

6.20 The Guide to Development in Manchester seeks to provide guidance which will help to develop and enhance an environment within Manchester that is visually attractive, has a unique and positive sense of place and that properly caters for the functions which it accommodates both now and in the future. The advice covers the following issues: design; accessibility; environmental standards; street hierarchy; parking guidelines; housing density; promotion of a safer environment; design for health; and internal design principles.

Executive Papers

MCC Executive Paper - Purpose Built Student Accommodation in Manchester (2020)

6.21 This report went before the Economy and Scrutiny Committee on the 9th December 2020. This report informed the Executive of the outcome of a consultation exercise with key stakeholders, on PBSA in Manchester. In addition, this report sought the Executive's approval to use the outcomes to further inform a policy approach to purpose built student accommodation in Manchester, with a view of developing a policy position as part of the Local Plan review process.

MCC Executive Paper - Purpose Built Student Accommodation in Manchester (2023)

6.22 On the 31st May 2023 the report went before the Economy Scrutiny Committee and the Executive to update them on the provision of Purpose-Built Student Accommodation in Manchester and issues that have arisen since the last report in December 2020. It also recommends that the Executive agrees to the establishment of a pipeline of schemes as set out in the report in order to address a projected shortfall of accommodation up to 2030.

Council Strategies

The Manchester Strategy

6.23 The Manchester Strategy sets out a long-term vision for the city following a period of consultation in 2015. The vision includes the objective to 'be a beacon for sustainable design' in order to be a thriving and sustainable city. The planning process is identified as being a facilitator in delivering these objectives. The proposed development of the site will clearly align with the overarching programmes being promoted by the Manchester Strategy and has been designed alongside the principles contained within this strategy. In particular, the proposed development will contribute positively to supporting a diverse and distinctive economy that creates jobs and opportunities and to creating well-designed office space, in line with the Manchester Strategy vision.

Strategic Regeneration Frameworks

Oxford Road Corridor Strategic Spatial Framework (2018)

6.24 The Strategic Spatial Framework (SSF) has been prepared to accompany the Corridor Strategic Vision to 2025 and identify the spatial principles that should support the strategic themes and objectives set out in that document. The SSF takes into account

existing policy, estates strategies and adopted development framework's for Oxford Road Corridor's strategic development sites.

6.25 It outlines how the SFF can be used to both guide decision-making on future planning applications, and provide an important point of reference in the formulation of future policy and masterplanning work within Oxford Road Corridor. The Strategic Vision highlights the need to support future investment and the future growth potential of its institutional partners in delivering research, innovation, commercialisation, skills, academic excellence and incubation facilities.

Corridor Manchester – Strategic Vision to 2025

6.26 This strategic vision document for 2025 outlines a vision for corridor Manchester to enhance investment over the next 10 years and turn into one of the most remarkable and distinctive places in Europe. This will be driven by the new investment plans of the leading institutions, the continued growth of private sector companies, and the strengthening of Corridor Manchester as a place to live, visit and work for young people and knowledge workers from across the world.

Oxford Road Corridor Strategic Regeneration Framework Guidance (2019)

6.27 The document highlights the need to continue to support the major institutional partners and their investment programmes. In addition, it highlights the need to support the growth of high value added and high growth companies in the private sector, which has the scope to be realised on a significant scale within the Oxford Road Corridor.

Manchester Science Park SRF Update (2018)

6.28 The SRF Update allows for a broadening of potential uses, to include PBSA provided that this is in accordance with Manchester's Core Strategy Policy H12 and appropriate amenity and food and beverage retail provision, which will support the growing community of workers, residents and the wider residential neighbourhoods. The report provides a composite set of development principles to guide the delivery of future projects.

Summary

6.29 This section of the SPS has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application.

7 PRINCIPLE OF DEVELOPMENT

7.1 This Section focuses on the principle of development and provides an assessment of the scheme against the relevant land use policies within the adopted Development Plan for MCC and other material considerations.

Site Allocation

7.2 The Site is designated as falling within the following:

- 'Inner Areas' (Policy SP1); and
- 'Central Manchester' (Policy EC8 & Policy H5).

7.3 Core Strategy Policy SP1 states that outside of the Regional Centre (i.e. Inner Areas), *"the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in distinct environment"*. The policy goes on to then state that the majority of new residential development will be directed to the Inner Areas.

7.4 Core Strategy Policy EC8 states that they would promote development which has regard to the creation of a positive sense of place at the interface of the health and education institutions and the residential areas by using design and public realm.

7.5 Core Strategy Policy H5 states that:

> *"Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained."*

7.6 The proposed development is considered to compliant with the requirements of Core Strategy Policies SP1, EC8 and H5 in respect of land use for the following reasons:

- The scheme is for a higher density form of residential development (for students) in contrast to the existing use, making efficient use of an under-utilised brownfield site;
- The proposed PBSA development would assimilate well with the existing land uses in the surrounding area which are predominantly residential and student accommodation developments;

- The Site is a wholly sustainable location at the edge of the Oxford Road Corridor where the main University Campuses are located; and

- The proposed development would contribute towards the supply of PBSA development that would support a growing student population and reduce pressure on traditional housing stock.

Principle of Purpose-Built Student Accommodation

7.7 Core Strategy Policy H12 is the principal policy to be addressed in the determination of planning applications for PBSA development. The policy states that the provision of PBSA will be supported where the development satisfies the criteria set out by Policy H12.

7.8 An assessment against each policy criteria is set out below.

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

7.9 The Site is in a wholly sustainable location being located at the edge of the Oxford Road Corridor which has been formally designated by MCC as a Regeneration Area. The MCC Executive Paper on PBSA in Manchester (May 2023) also directs PBSA developments to areas near the core University areas and the Oxford Road Corridor making the Site a suitable location for PBSA.

7.10 The main campuses of the University of Manchester and Manchester Metropolitan University are located along the Oxford Road Corridor. The Site is approximately 2km away of the Site which in walking distances is a 10 minute walk away from the University of Manchester and a 25 minute walk away from Manchester Metropolitan University.

7.11 The accompanying Transport Assessment, prepared by SK Transport, confirms that the Site is sustainably located on the Bee Network as well as having a bus stop immediately in front of the building. This bus stop has regular and frequent bus services to and from Manchester City Centre, Oxford Road and the University Campuses. The Site is also accessible to local services and amenities in the surrounding area by foot and cycle. Furthermore, the Site has a Greater Manchester Accessibility Level (“GMAL”) of 8 (Score: 27.85) which represents an exceptional level of accessibility by public transport. The Site is therefore in a wholly sustainable location, appropriate to students who would benefit from being close to the University Campuses and to be within close proximity to a high frequency transport route.

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.***

7.12 An Energy and Sustainability Statement has been prepared by McKee Associates and an Environmental Standards Statement has been prepared by Watt Energy which has been submitted in support of the application. These documents have assessed the proposals against the relevant climate change and sustainability policies and targets, as outlined within the Development Plan and other relevant guidance documents.

7.13 The proposed development has been designed with a fabric first approach; with U-values, design air permeability and ventilation targets all aspiring to exceed Building Regulations Part L 2021 standards. This demonstrates a low energy design concept involving very low limiting values and thus led to high-energy performance targets and being defined as a low carbon development.

7.14 The proposals utilise electricity for space heating and domestic hot water. As the electricity grid continues to decarbonise, so will the proposed development, assisting Greater Manchester in its vision to become a Carbon Neutral City Region by 2038. The proposals have sought maximised the amount of PV that can fit on the roof, such that the capacity is equivalent to 40.5kWp. This supports Greater Manchester target for renewable energy generation priority to be given to PV installation where technically feasible.

7.15 The proposals will utilise centralized Air Source Heat Pumps for space heating and domestic hot water and the has been designed to incorporate both a PV array and a solar thermal array. As a result, the predicted reduction in CO2 when compared to Part L 2021 Vol. 2 is 17.5%.

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.***

7.16 As noted earlier in this Statement, the Site is located at the edge of the Oxford Road Corridor where there are high density developments and where PBSA development is principally directed in line with MCC's Executive Paper on PBSA in Manchester.

7.17 In terms of surrounding precedence, there are other examples of higher density development near the Site such as The Gallery Apartment Building immediately north west which a 4 storey residential apartment building and the Homes for Students Park View which is a 4 storey student accommodation building immediately adjacent.

7.18 The proposed development is for a higher density development than existing. However, the proposed development has been designed sensitively to assimilate with the immediate surroundings having regard to the surrounding precedence. The lower density residential developments to the south of the existing building have also been taken into consideration, such as the two-storey terraces located along Acomb Street and Haydn Avenue, through the design process.

7.19 In response to the feedback received at pre-application stage, the scale and massing of the proposed development has been reduced from a single block 6 storey building to a part 5, part 3 storey building. The proposed development assimilates well into the local street scene through variation in height and the two storey set back on the fourth and fifth floors to mitigate any impacts on the properties located on Acomb Street and Haydn Avenue.

7.20 A Heritage and Townscape Impact Assessment has been prepared by Donald Insall Associates and submitted as part of this application. The assessment concludes that the overall townscape effect of the proposals would range from minor to moderate adverse. This would have no impact of note on the setting of Whitworth Park Mansions (Grade II), 466 and 468 Moss Lane East (Grade II), the Edward VII Statue in Whitworth Park (Grade II) and of two potential non-designated heritage assets, the significance of these assets therefore being conserved. The proposed development would, however, result in slight, 'less than substantial' harm to the significance of 382-394 Moss Lane East/2 Fairbank Avenue and low, 'less than substantial', harm to that 406-408 Moss Lane East, these both being potential non-designated heritage assets of low, only local, significance.

7.21 On balance, therefore, the overall harm caused to significance would be very low, 'less than substantial' which would be outweighed by the associated public benefits in bringing an unloved and under-utilised site into full use, providing good-quality and accessible purpose-built student housing, and reducing pressure on the local housing stock, preventing the conversion/loss of higher-quality local single-family dwellings, creating a quality development at a prominent point on a key route into both the city centre and the Oxford Road Corridor, and supporting local regeneration and economic vibrancy.

7.22 In terms of the Site's location to retail facilities, the Site is located approximately a circa 7 minute walk from a LIDL located on Oxford Road alongside other services and amenities. There is also a convenience store located circa 4 minutes' walk away from the Site located along Heald Place towards Oxford Road.

7.23 In terms of car parking, the proposed development would be car-free with the exception of two disabled spaces that will be provided on street by modifying the existing Traffic Regulation Order ("TRO"). As part of their tenancy agreement, residents would be advised that there is no car parking available on the Site and that they must commit to not bringing a car to the Site. Additionally, the existing TRO surrounding the Site will assist in deterring on street parking. On this basis, the proposed development would not lead to an increase in the surrounding area as residents.

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.

7.24 The proposed development would facilitate a number of regenerative benefits including:

- Making efficient use of the land to redevelop an underutilised brownfield site as well as engaging the visual appearance of the Site compared to that as existing;
- Providing a high quality residential development specifically for students in a suitable and appropriate location where there is an identified need. The scheme will deliver a net increase of 132 student apartments in Manchester. These are much needed and will alleviate pressure on traditional housing stock for student living.
- Providing 20% affordable student housing as part of the proposed development;
- The scheme will require construction expenditure of circa £14 million. This expenditure will sustain 60 FTE (full time equivalent) construction jobs – on and off site – throughout the construction phase, based on established labour ratios in the construction sector.

- Construction jobs are to be valued as they offer the highest number of apprenticeship opportunities of all UK sectors.

- The additional apartments, once occupied, will facilitate an additional £2.5 million of student expenditure in the Manchester economy each year, inclusive of tuition fees. This student expenditure will support 35 FTE jobs in the Manchester economy each year.

- The occupiers will also bring additional skills into the Manchester labour market each year – both on temporary basis (with a significant proportion likely to seek part time employment) and permanently on graduation (with Manchester's student retention rate currently standing at circa 50%).

7.25 The proposed development meets the aims of the strategic objectives in the Core Strategy especially that of Policy H12 which directs new PBSA development within suitable and accessible locations close to the University campuses.

7.26 During the determination of the planning application discussions will be undertaken with MCC officers regarding any potential impacts on local infrastructure and neighbourhood services.

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.

7.27 A Crime Impact Statement ("CIS") prepared by Greater Manchester Police, has been prepared and submitted with this application which concludes that the proposed development provides opportunity to include security features built into the design and construction of the building.

7.28 Specifically, the CIS confirms that the following proposed features would make a positive contribution to the prevention of crime and fear of crime:

- The building plots allows for an active ground floor frontage which offers additional levels of activity and natural surveillance of the landscaped communal garden;

- The building is capable of zoning which restricts access within the Site and thus if an offender does manage to enter the building, their movement is restricted;
- The proposed communal garden encourages positive interaction amongst students living in the building;
- The proposed servicing strategy for the development is considered to be appropriate and would not compromise the overall security of the perimeter of the building; and
- The provision of cycle storage within a secure enclosure mitigating any possibility of theft.

7.29 In terms of potential crime and disturbance issues, the proposed development would be managed 24/7 with strict rules to prevent any incidents of disturbance.

7.30 As detailed within the Student Management Plan the General Manager will be on site during the day and early evening with security covering out of hours so that the scheme is manned 24/7. Fresh has disaster management procedures to deal with any serious issues in respect of the building or people, with a built-in escalation mechanism based on the seriousness of the incident. The Site will also have comprehensive CCTV within communal areas, amenity spaces and bike stores which security will be able to monitor acting as a deterrent to any potential crime.

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 streetscene either from the proposed development itself or when combined with existing accommodation.

7.31 The proposed development has been designed with consideration to its surrounding context to ensure that there is no detrimental impact on residential amenity. The Design and Access Statement, prepared by TODD Architects, provides an analysis of the Site's opportunities and constraints along with details of the proposed development responds to this.

7.32 To evidence that the building's proposed bulk, scale and massing is appropriate at this location, a Daylight Sunlight Assessment, prepared by GIA has been undertaken and

submitted with this planning application. This assessment concludes that the impact on daylight and sunlight on the surrounding properties is considered to be negligible and wholly acceptable.

7.33 With regards to the impacts of the proposed development on outlook and privacy, this has been an element of the design that has been through an iterative process with the Council and the design has seen multiple changes to ensure that the building's relationship with the existing residential dwellings (especially the two storey terraces located on Acomb Street and Haydn Avenue) has been considered in full.

7.34 In terms of noise impacts, a Noise Impact Assessment, prepared by Hann Tucker Associates demonstrates that the Site, subject to appropriate mitigation measures, is suitable for PBSA development in terms of noise in addition to not having any detrimental impact to neighbouring properties.

7.35 In relation to potential crime and disturbance issues, the proposed development would be managed 24/7 with strict rules to prevent any incidents of noise and disturbance. The specific details are located within the submitted Student Management Plan prepared by Fresh.

7.36 In light of the above, it is considered that the proposed development would not have an unacceptable impact on residential amenity.

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

7.37 The existing building is not listed nor is it locally listed. Furthermore, there are no designated or non-designated heritage assets located on the Site. Therefore, this criterion 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.

7.38 As part of the development proposals, waste disposal facilities to be provided in a separate store to be located to the rear of the main building. Further details of this is provided within the submitted Design and Access Statement along with the completed MCC GD04 Waste Pro Forma.

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.

7.39 As highlighted earlier in this Statement, there is a clear and demonstrable need for the provision of new PBSA in Manchester. This is further evidenced through the MCC Executive Report for PBSA in Manchester (May 2023) and the more recent up to date Student Needs Assessment prepared by Cushman and Wakefield which has been submitted with this planning application. The proposed development would hugely contribute to meeting the identified need in the market for PBSA development. There is currently strong demand for PBSA within this area due to the Site's sustainable location near to the main University Campuses, shops, bars and restaurants, health services and parks. It is therefore considered that the requirements of this criterion have been met.

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

7.40 Cheshire Homes Group (the Applicant) owns the Site and will work alongside an appointed contractor and operator to build out the scheme.

7.41 As mentioned earlier in this Statement, Cheshire Homes currently have an Agreement In Principle with Fresh Student Living who are on board to be the Student Operator responsible for the daily management of the PBSA building. This reflects that the PBSA scheme is deliverable and has the ability to progress quickly in order to meet the identified need for PBSA developments in the City.

Summary

7.42 It is clear that there is an unmet need for PBSA developments in Manchester. The Site is an appropriate and suitable location for PBSA developments, not being in conflict with any of the land use designations and within an area that PBSA is directed to.

7.43 Core Strategy Policy H12 is the principal policy to be addressed when progressing PBSA development in Manchester. The policy states that the provision of PBSA will be supported where the development satisfies the criteria.

7.44 The proposed development is well-designed so as to ensure a good standard of living and wellbeing for future residents whilst also protecting the amenity of existing neighbours and the overall character and appearance of the area. Additionally, there are a suite of direct and indirect benefits associated with the proposed development such as:

- Making efficient use of the land to redevelop an underutilised brownfield site in a wholly sustainable location at the edge of the Oxford Road Corridor where the main University Campuses are located;
- Providing a high quality PBSA development where there is an identified need;
- Providing 20% affordable student housing as part of the proposed development;
- Enhancing the appearance of the Site; and
- Creation of jobs during the construction and operational phases of development.

7.45 Taking the assessment provided above, it is considered that the proposed development is wholly compliant with the requirements of Core Strategy Policies SP1, EC8, H5 and H12 and Paragraph 63 of the NPPF.

8 RELOCATION OF EXISTING RESIDENTS

8.1 The proposed development seeks to demolish the existing building and to redevelop the Site for a PBSA development (Sui Generis). This Section of the SPS sets out the relocation strategy for the existing residents on the Site.

Existing Building

8.2 The existing building is currently under Use Class C3a Residential and comprises 19 apartment buildings with the following housing mix:

- 13 x 1 Bed Apartment;
- 5 x 2 Bed Apartment; and
- 1 x 3 Bed Apartment.

8.3 A breakdown of the existing tenants is provided within the Relocation Strategy Letter prepared by the Applicant (**Appendix 3**).

Loss of Existing Use

8.4 The proposed development seeks to demolish the existing building and therefore this would result in the loss of 19 apartments. Whilst there is currently no explicit planning policy restricting the loss of residential within MCC's Core Strategy, it is acknowledged that the loss of the apartments would be a deviation from the aspirations of Core Strategy Policy H1.

8.5 Manchester's Five-year Housing Land Supply Statement (2024) states that MCC have a 6.2 years supply of housing land. MCC are able to demonstrate a healthy supply of housing land and the loss of 19 residential apartments would have a limited impact in this regard.

8.6 It is considered that, in the context of the immediate need for PBSA development and that the Site represents an optimum location for PBSA development to be brought forward, the provision of 132 student rooms outweighs the harm associated with the loss of the existing residential dwellings on the Site. Furthermore, the Applicant has committed to ensuring that existing tenants are able to relocate to other properties either within their portfolio or assist them with securing properties in the locality.

8.7 A letter confirming the Relocation Strategy prepared by Cheshire Homes Group is provided within **Appendix 3**.

8.8 It is important to note that the proposed development has the potential to free up family housing in local area which we have an overall positive impact.

Summary

8.9 The proposed development seeks to demolish the existing building. This Section sets out the Applicant's commitment to ensuring that existing tenants are able to relocate to other properties either within their portfolio or assist them with looking at properties in the local area if required.

9 TECHNICAL CONSIDERATIONS

9.1 This Section assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2024).

9.2 The full suite of technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application. The key considerations relate to:

- Design, Scale and Appearance;
- Highways;
- Residential Amenity
- Ecology;
- Biodiversity Net Gain;
- Energy and Sustainability;
- Archaeology;
- Arboriculture;
- Digital Infrastructure;
- Flood Risk and Drainage;
- Ground Conditions;
- Construction Management.

Design, Scale and Appearance

9.3 A Design and Access Statement has been prepared by TODD Architects and should be read in conjunction with this SPS. Good design is highlighted in national planning policy to be a key aspect of sustainable development, with importance placed on creating better places to live and work. The ability for good design to deliver great places and to support the Council's corporate priorities.

9.4 The external layout of the proposed development has been informed by the environmental considerations on the site, including the terraces along Acomb Street and the adjacent Moss Court. The terraces that front onto Acomb Street, perpendicular to those on Haydn Avenue, are being used as a cue with a gap between that is equivalent to the back to gable or back to back dimension found across the neighbourhood. The proposed building is L shaped and expressed as 2 separate elements that read as a coherent whole. The main building volume addresses Moss Lane East and is redolent of a large Victorian villa and is explicitly civic in character.

9.5 As shown on the submitted plans and within the Design and Access Statement, the layout maximises active frontage to the public realm and encloses a private landscaped court to the rear. Furthermore, the proposed units exceeds the minimum NDSS required (Policy JP-H3 of the PfE and Paragraph 135 of the NPPF (2024)), and the internal layout has been carefully designed to ensure an appropriate level of daylight, ventilation, outlook, and privacy.

9.6 Regarding scale, the proposal will be a part five, part three storey building. Adjustments have been made to the facade lines to facilitate visual density while also helping break down scale and massing. The proposed scale and massing has been informed by the surrounding context and has been informed by a detailed analysis of the local vernacular as detailed within the DAS.

9.7 With regard to the appearance of the proposed development, the DAS demonstrates that a comprehensive analysis of the wider site's local character has been undertaken, including an assessment of materiality, colour palette, vernacular details, window rhythm, roof profile, and brick detail of the surrounding development. The main volume onto Moss Lane East has a red brick that is slightly darker than the red proposed along Acomb Street. Windows are proposed in a grey toned PPC aluminium. The special PPC finish ensures that the windows have 'life' and change according to the lighting conditions. In bright sunlight they appear almost white and are redolent of the common white painted sash windows of the neighbouring context.

9.8 The proposed development will be safe and secure and, thus, minimise the opportunity for crime through compliance with Part Q of the Building Regulations. The design enhances natural surveillance, is well lit and has avoided secluded access points in order to design out crime.

9.9 Furthermore, a Heritage and Townscape Impact Assessment has been prepared by Donald Insall Associates and submitted as part of this application. The assessment concludes that the overall townscape effect of the proposals would range from minor to moderate adverse. This would have no impact of note on the setting of Whitworth Park Mansions (Grade II), 466 and 468 Moss Lane East (Grade II), the Edward VII Statue in Whitworth Park (Grade II) and of two potential non-designated heritage assets, the significance of these assets therefore being conserved. The proposed development would, however, result in slight, 'less than substantial' harm to the significance of 382-394 Moss Lane East/2 Fairbank Avenue and low, 'less than substantial', harm to that 406-408

Moss Lane East, these both being potential non-designated heritage assets of low, only local, significance.

9.10 On balance, therefore, the overall harm caused to significance would be very low, 'less than substantial' which would be outweighed by the associated public benefits in bringing an unloved and under-utilised site into full use, providing good-quality and accessible purpose-built student housing, and reducing pressure on the local housing stock, preventing the conversion/loss of higher-quality local single-family dwellings, creating a quality development at a prominent point on a key route into both the city centre and the Oxford Road Corridor, and supporting local regeneration and economic vibrancy.

9.11 Overall, the proposed development has been sensitively designed to ensure that it complements and enhances the local character of the area by delivering a high-quality development that is appropriate to its surrounding context, in accordance with Core Strategy policies DM1, H12, CC9, EN1, H12, PfE policies JP-H3, JP-P1 and Paragraphs 96 and 135 of the NPPF (2024)).

Highways

9.12 A Transport Assessment and Travel Plan has been prepared by SK and submitted with this application.

9.13 The assessment concludes that that the site occupies an accessible location which provides opportunities for access by active and sustainable modes. The Site has a GMAL of 8, which is an exceptional level of accessibility. The Site is well located in relation to local amenities and services, including facilities on Oxford Road/Wilmslow Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking, localised improvements to the bounding footways and a Travel Plan.

9.14 There are no road safety identified issues on routes bounding the Site. The Site will not be associated with significant levels of traffic during the network peak hours and so there will be no negative effects on road safety or highway operation.

9.15 A Service and Delivery Management Strategy is proposed that sets out how refuse will be collected and day-to-day deliveries to the site will be managed. There will be a loading bay on Acomb Street that will be used by servicing vehicles.

9.16 It has been agreed with the Council's Highways Officer that the Site is acceptable for car free living.

9.17 The development meets local, regional, and national planning policy requirements, thus, the proposal accords with Core Strategy policies CC5, EC8, PfE policies JP-C4, JP-C6, JPC8 and Paragraphs 116 of the NPPF (2024).

Residential Amenity

Daylight / Sunlight

9.18 GIA have undertaken a Daylight / Sunlight assessment which has been submitted in support of this application.

9.19 The technical analysis has been considered by reference to the criteria and methodology within the Building Research Establishment handbook (BR209, 2022). The report concluded that all of the properties assessed will meet the BRE target criteria for VSC daylight and APSH sunlight.

9.20 In respect of NSL daylight, 99% meet the target. One room experiences a minor reduction and will retain daylight distribution to 71% of its area, against a target of 80%. Given the limited and minor effects, the impact on daylight and sunlight to the surrounding properties is considered to be negligible and wholly acceptable. Therefore, the proposal complies with policies Core Strategy policies EN1, DM1, PfE policies JP-P1 and paragraph 130 of the NPPF (2024).

Noise

9.21 A Noise Impact Assessment has been prepared by Hann Tucker Associates and been submitted alongside this planning application. The environmental noise impact upon the proposed dwellings has been assessed in the context of building regulations, and national and local planning policies.

9.22 The assessment shows the site, subject to appropriate mitigation measures, is suitable for PBSA development in terms of noise. The proposed building fabric and plant machinery specifications are proposed to be determined during the construction stage. However, they will be in accordance with Building Regulations and be informed by the appropriate mitigation measures outlined within the Assessment. This is to ensure that there is no detrimental impact in respect of noise to any neighbouring properties and that their amenity is protected. Therefore, the proposed development complies with Core Strategy H12, EN1, PfE policies JP-C8 and paragraph 187 (e), 198 (a) and 224 (c) of the NPPF.

Air Quality

9.23 An Air Quality Assessment has been prepared by Miller Goodall and submitted in support of this planning application. The report assesses the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality.

9.24 The assessment of dust soiling and human health impacts during the demolition and construction phase of the development results in the proposal of dust mitigation measures which is outlines within Appendix D of the report. The implementation of these will ensure that residual dust impacts during the demolition and construction phase are not significant.

9.25 The assessment found that the concentrations of NO2 and PM10 are likely to be below their respective long and short-term objectives at the proposed development site which is therefore considered suitable for residential use with regards to air quality.

9.26 Concentrations of PM2.5 are expected to be below the annual mean target. As a result the proposal is not expected to have a significant impact on local air quality. Therefore, the proposed development complies with Core Strategy policy EN19, CC5, EN7, DM1, PfE policy JP-S4, JP-S3. JP-S5, JP-C1, JP-C4, and paragraph 110 and 119 of the NPPF.

Ecology

9.27 An Ecological Survey and Assessment has been undertaken by ERAP which has been submitted in support of this planning application. This report presents the results of a desktop study, data search, extended Phase 1 Habitat Survey and a licensed daytime bat walkover survey carried out in June 2024. The report confirms that:

9.28 The Site and immediately adjacent land has no statutory or non-statutory conservation designation for nature conservation.

9.29 None of the habitats at the site are Priority Habitat, irreplaceable habitat or a semi-natural habitat. All plant species recorded at the site are common and widespread and typical of a managed habitat in an urban environment.

9.30 No invasive plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present at the site or on the site boundaries.

9.31 The line of seven trees are of ecological value at the 'site' level owing to their structural diversity and habitat connectivity function within an urban area.

9.32 No evidence of the current or previous use of the buildings at the site by roosting bats / nesting birds was found during the daytime bat walkover / preliminary roost assessment. Due to the presence of gaps at the timber fascia and gaps beneath the ridge copings, roof slates and lead flashing at the roofs of the main building this building it is assessed to be of 'low' suitability for use by roosting bats.

9.33 This ecological survey and assessment has demonstrated that the redevelopment of the Site is feasible and acceptable in accordance with ecology considerations.

Biodiversity Net Gain

9.34 An assessment of Biodiversity Net Gain along with the completed Metric has been prepared by ERAP and submitted with the planning application.

9.35 The headline results of the BNG Metric are presented within Table 5.1 of the Report. The report concludes that the proposals would lead to a minimum of 10% net gain for area-based habitats and hedgerow units as demonstrated by the Metric. Therefore, the trading rules are satisfied and the proposed development is compliant with PfE Policy JP-G8 and the NPPF.

Energy and Sustainability

9.36 An Energy Statement has been prepared by McKee Associates and submitted with the application.

9.37 The proposals have been developed using the guiding principles of the energy hierarchy, ensuring a fabric first approach to minimize space heating demand which has resulted in dwellings that meet or are near to achieving the 'best Practice' targets for reducing energy demand. The proposed development will utilise electricity for heating and domestic hot water meaning no use of fossil fuels.

9.38 The scheme exceeds the requirement of the Current Building regulations Part L by 17.5%. Regulated operational carbon emissions have been reduced by 17.5% compared to the Part L 2021 Vol.2 Target building.

9.39 The sustainability credentials of the scheme are as follows:

- *Be Lean*: Building Fabrice performance improved by up to 45% over building regulations limiting values. All M&E systems and lighting are the latest high efficiency systems which exceed the limiting efficiencies set out in the building regulations Part L.

- *Be Clean*: Space heating and DHW are provided by Air Source Heat pumps. This ensures there are no on site emissions and enables the scheme to decarbonize in line with the national grid.

- *Be Green*: the PV array has been maximized to utilise all available roof space. An additional solar thermal array has been included to minimise the amount of grid supplied electricity required for DHW.

9.40 Therefore, the proposed development complies Core Strategy policies EN4, EN6, EN8, PfE policies JP-S1, JP-S2, and Paragraphs 167 of the NPPF.

Archaeology

9.41 An Archaeological Desk Based Assessment has been prepared by Civic Archaeology. The development area is within Moss Side, which was historically part of the manor of Withington. Moss Side was largely rural during the medieval and post-medieval periods. Historic mapping indicates that the site remained undeveloped in the late 18th and mid-19th centuries and likely functioned as agricultural land. The existing property is considered to be of negligible significance.

9.42 The proposed development will involve ground-breaking works that have the potential to affect any surviving archaeological remains within the Site. The Archaeological Assessment has demonstrated that the Site has low potential to retain buried remains of relict soils. Any such remains that do exist within the Site are likely to be of limited archaeological value and may be considered as negligible.

9.43 Following consultation with Greater Manchester Archaeological Advisory Service ("GMAAS"), it is anticipated that no further archaeological works will be required. The exact scope and extent of any such further investigation of the Site will be determined by GMAAS.

9.44 Therefore, the proposed development complies with Core Strategy policies EN1, EN3, DM1, PfE policy JP-P2, and Paragraph 207 of the NPPF.

Arboriculture

9.45 An Arboricultural Impact Assessment along with a Tree Survey and Plan has been prepared by SEED and submitted with the planning application.

9.46 Towards the front elevation of the property adjacent to Moss Lane East there are currently 7 small Category C trees which are to be removed. Adjacent to the Site are three Category C trees and one Category B tree.

9.47 The proposed development comprises the removal of 7no. small Category C trees. None of the trees proposed for removal are considered aged or veteran and therefore the principles for refusal within the NPPF would not be considered applicable.

9.48 As part of the landscaping proposals, it is proposed that there are 19no. new tress to be planted across the Site.

9.49 Full details of tree protection measures including construction methods, schedule of Arboricultural supervision and specific forms of tree protection will be provided within a detailed Arboricultural Method Statement following planning approval.

9.50 Therefore the proposed development accords with Core Strategy policies EN9, PfE policies JP-G7, JP-G8 and paragraphs 136 and 187 of the NPPF (2024).

Digital Infrastructure

TV and Radio Impact

9.51 A Television and Radio Reception Impact Assessment has been prepared by GTech Surveys. A signal survey and reception impact assessment has been undertaken to determine the potential effects on the local reception of television and radio broadcast services from the development.

9.52 The report found that the proposed development would not cause any widespread interference to Freeview reception, local digital satellite television reception or the reception of VHF(FM) radio services. Therefore, the findings of this report show the proposal accords with Core Strategy Policy EC1, PfE policies JP-C2 and Paragraph 119 of the NPPF.

Broadband Connectivity Assessment

9.53 A Broadband Connectivity Assessment has been prepared by GTech Surveys which confirmed that existing broadband infrastructure and good connectivity is already

available in the study area, with existing fibre installed along streets adjacent to the Site. Fast download speeds are likely to be experienced.

Flood Risk and Drainage

9.54 The Site is in Flood Zone 1. A Drainage Strategy has been prepared by Brennan Consult and submitted with the application.

9.55 In terms of surface water drainage strategy the general principle is that surface water runoff will be collected from the roof of the new building and directed to a new below ground surface water drainage network beneath the lawn area. This will then outfall to the existing 300mm diameter combined water sewer in Acomb Street via an existing connection. There will be a flow water control to restrict flows and a geocellular tank acting as the means of attenuation.

9.56 In terms of foul water the strategy is to construct a new network within the lawned area which will merge with the controlled surface water network and outfall with the existing combined sewer in Acomb Street. The proposed private drainage layout for the development will be designed in accordance with BS EN 752: 2017, Building Regulations Part H.

Ground Conditions

9.57 A Geo Environmental Appraisal has been prepared by Ground Tech and submitted with the planning application. This document summarises that:

- The ground quality tests indicated that there are elevated concentrations of speciated PAHs local to WS03. Hard surfacing of the proposed development will act as a cover for this. A source of volatiles was not identified and no visual or olfactory evidence of contamination was found and the risk from vapours is considered to be low. No significant mobile contamination was found and the risk to controlled waters is low.

- Interim gas monitoring results classified the site as CS1 and no ground gas precautions are necessary. The location of the site means no radon precautions are required. The basement of the proposal is to be tanked which will mitigate the migration of gases.

- The most suitable foundation for the proposed development is considered to be piles driven into the weathered bedrock deposits at 10m begl.

Construction Management

9.58 A Construction Management Plan has been submitted in support of this Planning Application. This document details the potential environmental impacts of the proposed development and the ways that any impacts may be reduced through the implementation of best practice management strategies and practices.

9.59 The Site will have a compound with office and welfare area on the existing car park area accessed from Acomb Street throughout demolition of the existing building. Once demolition is completed the welfare compound will move to the garden area which will be completed in the final stages of the project.

9.60 The principle contractor will design a site delivery process along with the traffic management strategy which will highlight processes required for highways and pedestrians safe routing. As the site will be within a hoarding area, no footpath closures will be required. As the site is located on the corner of Moss Lane East and Acomb Street the whole site will be fully hoarded in accordance with the with National Federation of Demolition – temporary works hoarding 2019 document and regularly inspected and maintained,

9.61 The main contractor will compile and implement a compliant site waste management plan for the works. Responsible and certified waste handling contractors will be used to ensure any waste is correctly recycled or disposed of responsibly and legally and the appropriate records will be held on file.

9.62 As detailed within the CMP, extensive measures will be in place to limit the impacts of pollution such as light, odour, noise, air and vibration.

Summary

9.63 In summary, a suite of technical reports have been submitted in support of this planning application. The technical reports found that there would not be an unacceptable impact in their respective disciplines as a result of the proposals.

10 DRAFT SECTION 106 HEADS OF TERMS

10.1 Under S106 of the Town and Country Planning Act 1990 (as amended), Local Planning Authorities have the power to enter into planning obligations with any person interested in their land for the purpose of restricting or regulating the development or use of the land.

10.2 It is proposed that the S106 will cover the following:

- Affordable Housing – 20% affordable at discounted rent.

11 SCHEME BENEFITS

11.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. It is considered that the proposed development is consistent with the Statutory Development Plan when read as a whole.

11.2 There are very clear and demonstrable planning and public benefits brought about through the development. For the avoidance of doubt, the proposed development would bring about a suite of economic, social and environmental benefits which are summarised below.

Economic Benefits

11.3 The Economic benefits that would be delivered by the Development would include:

- The scheme will require construction expenditure of circa £14million. This expenditure will sustain 60 FTE (full time equivalent) construction jobs – on and off site – throughout the construction phase, based on the established labour ratios in the construction sector.
- The additional apartments, once occupied, will facilitate an additional £2.5 million of student expenditure in the Manchester economy each year, inclusive of tuition fees.
- The scheme will provide new jobs once operational.

Environmental Benefits

11.4 The environmental benefits that would be delivered by the Development would include:

- Delivery of a high quality, well-design development through the use of high quality sustainable materials as detailed within the Design and Access Statement.
- The proposals will provide at least a 10% net gain in BNG and include an increase in the number of trees in comparison to that existing.
- The predicted reduction in carbon emissions when comparted to Part L 2021 Col 2 is 17.5%.

Social Benefits

11.5 The social benefits that would be delivered by the Development would include:

- The scheme a high quality PBSA development, delivery 132 student bedspaces in a sustainable location within close proximity to the Oxford Road Corridor and the Universities. The delivery of student accommodation meets an identified need for this type of accommodation in the City Centre and will relieve pressure on traditional housing stock.

- The proposed development will provide 20% affordable student accommodation which is a significant benefit.

- The proposed development has been designed in accordance with the principles of Inclusive Design providing wheelchair accessible rooms.

- The occupiers of the development would bring additional skills into the Manchester labour market each year – both on temporary basis (with a significant proportion likely to seek part time employment) and permanently on graduation (with Manchester's student retention rate currently standing at circa 50%).

Summary

11.6 The proposed development makes efficient use of the land by redeveloping a brownfield site to deliver 132 student rooms within a high quality PBSA development. As demonstrated above, it is considered that the proposed development embodies the principles of sustainable development promoted through the NPPF. It also complies with the objectives and requirements of the Development Plan when read as a whole. For these reasons, we respectfully submit that planning permission should be granted.

12 SUMMARY AND CONCLUSION

12.1 This SPS has been prepared by Asteer Planning LLP on behalf of Cheshire Homes Group in support of a Full Planning Application for the demolition of the existing building and the construction of a new PBSA development at College View, 410-418 Moss Lane East, Manchester.

12.2 The description of development is as follows:

> *"Demolition of 410-418 Moss Lane East and erection of part five, part three storey building for use as Purpose Built Student Accommodation ("PBSA"), associated landscaping, servicing, cycle parking and other associated works."*

The Need for PBSA

12.3 **Section 2** outlines the need for PBSA. There is a clear need to provide high quality student accommodation at a national and at a local level. It has been acknowledged that there is a shortage of PBSA in Manchester which is a position accepted within The Executive Paper and within recent Committee Decisions for other PBSA schemes. With the student population projected to continually increase, there is an increased demand for PBSA in the City.

12.4 The proposals seek to respond to the current need for PBSA development through the proposed delivery of 132 studio bed spaces, 6 of which will be accessible.

Site and Surroundings

12.5 **Section 3** discusses the Site and surroundings and highlights that the Site comprises a three storey brick building which comprising 19 residential apartments located on the edge of the Oxford Road Corridor. The Site is sustainably located, being within walking distances to services and amenities. In terms of public transport accessibility, the Site has a GMAL score of 8 which represents an exceptional level of accessibility by public transport.

Pre Application Consultation

12.6 **Section 4** of the SPS demonstrates that meaningful consultation has been undertaken by the Applicant prior to submission of this application. All feedback has been considered and where relevant, amendments to the proposals have been made.

Proposed Development

12.7 **Section 5** describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development is described fully in the DAS prepared by TODD Architects and presented on the application drawings.

Planning Policy Framework

12.8 **Section 6** of the SPS has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this application. Particular reference is given to MCC Core Strategy Policy SP1 'Spatial Principles' which promotes the concentration of development in 'Inner Areas' where the Site is located. Policy H12 also highlights the need and location for PBSA, the Site is situated in a location that satisfies the policy requirements. Specific reference is also given to Policy DM1 that outlines development management targets for MCC.

Principle of Development

12.9 **Section 7** focuses on the principle of development and provides an assessment of the scheme against the relevant land use policies within the adopted Development Plan for MCC and other material considerations.

12.10 Taking the assessment provided above, it is considered that the proposed development is wholly compliant with the requirements of Core Strategy Policies SP1, EC8, H5 and H12 and Paragraph 63 of the NPPF.

Technical Considerations

12.11 **Section 8** assesses the proposals against the relevant policies of the adopted Development Plan for MCC and the NPPF (2024). In summary, a suite of technical reports have been submitted in support of this planning application. The technical reports found that there would not be an unacceptable impact in their respective disciplines as a result of the proposals.

Relocation of Existing Residents

12.12 **Section 9** sets out the Applicant's commitment to ensuring that existing tenants are able to relocate to other properties either within their portfolio or assist them with looking at properties in the local area if required.

Draft S106 Heads of Terms

12.13 The draft S106 heads of terms is outlines in **Section 10**. It highlights the suggestion for 20% affordable at discounted rents.

Scheme Benefits

12.14 **Section 11** sets out the key benefits of the scheme. The proposed development makes efficient use of the land by redeveloping a brownfield site to deliver 132 student rooms within a high quality PBSA development in a suitable location. As demonstrated above, it is considered that the proposed development embodies the principles of sustainable development promoted through the NPPF. It also complies with the objectives and requirements of the Development Plan when read as a whole. For these reasons, we respectfully submit that planning permission should be granted.

Conclusion

12.15 It is considered that the proposed development is consistent with the Statutory Development Plan when read as a whole. However, in the event that harm associated with the Development Plan is identified, Section 11 of the Statement provides a planning balance assessment as required under Section 70 of the Town and Country Planning Act 1990.

12.16 In summary, the proposed development makes efficient use of the land by redeveloping a brownfield site to deliver 132 student rooms within a high quality PBSA development.

12.17 It is considered that the proposed development embodies the principles of sustainable development promoted through the NPPF. It also complies with the objectives and requirements of the Development Plan when read as a whole. For these reasons, we respectfully submit that planning permission should be granted.

APPENDIX 1 – Consultation Postcard

We want to hear your views on our plans for **College View**

Cheshire Homes Group is bringing forward proposals for new purpose-built student accommodation at College View, Manchester.

Cheshire Homes is a local landlord and development company with a strong record of delivering and managing high-quality residential and student buildings. The proposals aim to build on this experience to help meet the current demand for high-quality student accommodation in Manchester.

The proposals for College View have been designed with the modern student in mind, with 169 rooms included alongside a fitness suite, study zone, lounge and secure cycle storage, all of which would be set within a part-4, part-6 storey building. The students would also have access to a secure, private, landscaped garden located at the back of the site.

The proposed site, which is shown overleaf, is conveniently located given that it is just a short walk to both the University of Manchester and Manchester Metropolitan University, and also has a range of public transport options close-by.

Before we submit a planning application for these plans later this year, we are keen to hear feedback from the local community.



Cheshire Homes Group

Have Your Say

We would like to hear your views.

The public consultation on our proposals for College View will be open for three weeks, from Monday 8 July to Sunday 28 July 2024.

You can find more information on our plans by visiting our website, **www.collegeview-manchester.com**, which also includes a link to a questionnaire so that you can tell us your views.

If you have any questions on our proposals, please feel free to contact us via email: **consult@collegeview-manchester.com**



APPENDIX 2 – Policy Schedule

Policy	Description	Compliance (Yes/No)	Assessment of Compliance
Places for Everyone (2024)			
Policy JP-Strat 5 (Inner Areas)	The continued regeneration of the inner areas will be promoted and will be linked to reducing levels of deprivation and poverty and supporting the improved health and wellbeing of the communities. High levels of new development will be accommodated in this highly accessible and sustainable location. New development will be, predominantly residential and will be integrated with existing communities, enhancing the quality of places and their local character. Infrastructure provision will facilitate the growth and continued capacity of the Inner Area, including high quality open spaces and improved access to the wider green infrastructure network.	Yes	As detailed within the Supporting Planning Statement the Site is in a wholly sustainable location being located within close proximity to the boundary of the Oxford Road Corridor which has been formally designated by MCC as a Regeneration Area. The site is well located in relation to local amenities and services, including facilities on Oxford Road/Wilmslow Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking, localised improvements to the bounding footways and a Travel Plan.
Policy JP-Strat 14 (A Sustainable ad Integrated Transport Network)	The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods. An ambitious programme of investment in our transport network will be crucial to ensure much greater access for people across the Plan area to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets. The local programme of investment needs to be complemented by significant national and regional projects such as Northern Powerhouse Rail to ensure that connectivity is significantly improved to key locations outside of the conurbation, such as London, Liverpool, Leeds, Sheffield and Birmingham. Collectively this will ensure that our residents will have access to economic opportunities. The creation of a much larger, integrated, rapid transit network – incorporating bus, Metrolink, tram/train and rail services – will be supported by policies that focus new development in locations close to existing and proposed public transport connections. And initiatives such as integrated smart ticketing, reform of the bus market, rail refranchising and increasing capacity at city centre bottlenecks will ensure all new routes function effectively as part of the overall network. Higher densities will typically be appropriate in locations with good access to rapid transit connections. New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.	Yes	As detailed in the Supporting Planning Statement, the Site is approximately 2km away, which in walking distances is a 10 minute walk, from the University of Manchester and a 25 minute walk away from Manchester Metropolitan University. The accompanying Transport Assessment, prepared by SK Transport, confirms that the Site is sustainably located on the Bee Network as well as having a bus stop immediately in front of the building. The Site has a Greater Manchester Accessibility Level ("GMAL") of 8 (Score: 27.85) which represents an exceptional level of accessibility by public transport.
Sustainable and Resilient Places			
Policy JP-S1 (Sustainable Development)	To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.	Yes	As detailed within the Supporting Planning Statement prepared by Asteer Planning the proposed development will utilise a brownfield site in a sustainable location with broad access to public transport. An Energy and Sustainability Statement has been prepared by McKee Associates and an Environmental Standards Statement has been prepared by Watt Energy which has been submitted in support of the application. The proposals will utilise centralized Air Source Heat Pumps for space heating and domestic hot water and the has been designed to incorporate both a PV array and a solar thermal array. As a result, the predicted reduction in CO2 when compared to Part L 2021 Vol. 2 is 17.5%.

Policy JP-S2 (Carbon and Energy)	The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including: 1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling; 2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured; 3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities; 4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques; 5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable; a) Be net zero carbon(29) which applies: • from adoption – to regulated operational carbon emissions; • from 2028 – to all emissions 'in construction'. From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: i. Minimise energy demand; ii. Maximise energy efficiency; iii. Use renewable energy; iv. Use low carbon energy; and v. Utilise other energy sources. From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund. As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies. b) Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site; c) Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date; d) In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation	Yes	An Energy and Sustainability Statement has been prepared by McKee Associates and an Environmental Standards Statement has been prepared by Watt Energy which has been submitted in support of the application. The proposals will utilise centralised Air Source Heat Pumps for space heating and domestic hot water and the has been designed to incorporate both a PV array and a solar thermal array. As a result, the predicted reduction in CO2 when compared to Part L 2021 Vol. 2 is 17.5%.

	For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced. e) Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible. f) Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible. Districts may set out specific carbon emission reduction and energy demand targets within Local Plans. 29 Target trajectory is expected to be in line with 2025 Future Homes Standard; net zero carbon is defined in the UK GBC Framework https://ukgbc.org/resources/net-zero-carbon-buildings-framework/		
Policy JP-S4 (Flood Risk and the Water Environment)	An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by: 1. Returning rivers to a more natural state, where practicable; 2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants; 3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding; 4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues; 5. Ensuring that sustainable drainage systems: i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation; ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground; iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development. 6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and 7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.	Yes	A Drainage Strategy has been prepared by Brennan Consult and submitted with the application. Surface water runoff will be collected from the roof of the new apartment building and directed to a new below ground surface water drainage network beneath the lawn area. This will then outfall to the existing 300mm diameter combined water sewer in Acomb Street via an existing connection. There will be a flow water control to restrict flows and an geocellular tank acting as the means of attenuation. Foul water is to construct a new network within the lawned area which will merge with the controlled surface water network and outfall with the existing combined sewer in Acomb Street. The proposed private drainage layout for the development will be designed in accordance with BS EN 752: 2017, Building Regulations Part H.

Policy JP-S5 (Clean Air)	A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including: 1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution; 2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate; 3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided; 4. Restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation; 5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments; 6. Implementing the Clean Air Plan and associated measures; 7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempts; 8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees; 9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality; 10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants; and 11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.	Yes	An Air Quality Assessment has been prepared by Miller Goodall. The report recommends the implementation of dust mitigation measures during the demolition and construction phase. The implementation of these will ensure that residual dust impacts during the demolition and construction phase are not significant. Concentrations of NO2 and PM10 are likely to be below their respective long and short-term objectives at the proposed development site which is therefore considered suitable for residential use with regards to air quality. Concentrations of PM2.5 are expected to be below the annual mean target. Therefore, proposed development is not expected to have a significant impact on local air quality.
Policy JP-S6 (Resource Efficiency)	The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this: 1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce; 2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and 3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.	Yes	As outlined in the waste proforma, appropriate measures have been taken to ensure waste management capacity is maintained.
Places for Homes			
Policy JP-H1 (Scale, Distribution and Phasing of	A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305. The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when	Yes	An Student Needs Assessment has been prepared by Cushman and Wakefield. The city-wide student to bed ratio currently stands at 2.07:1 which means that circa 28,280 students with a requirement for a room are currently unable to access one within a PBSA development.

<table>
<tr>
<td>New Housing Development)</td>
<td>taking advantage of our key assets. The delivery rates in Table 7.2 are the minimum number of net additional dwellings each district is expected to identify a sufficient supply of sites for through their local plans. The phasing of development is set out in Table 7.2. Where national policy requires a local planning authority to identify and update annually a supply of specific deliverable sites in their district, this will be assessed against the minimum delivery rates for the district set out in Table 7.2, irrespective of any shortfalls or surpluses in other districts and in the Plan area overall (unless national policy requires a different figure to be used). Each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan. If this regular monitoring reveals significant deviation from the phasing in this plan, the factors resulting in these changes will be determined and consideration will be given to what action would be appropriate, including development management action and review of the policies in this plan. This work would feed into the regular reviews of this plan, although individual authorities may wish to take specific local action outside the formal review process to ensure that they can maintain delivery rates.

Table 7.2 Distribution and Phasing of new dwellings 2022-2039

<table>
<tr><th>-</th><th>Annual average 2022-2039</th><th>2022-2025 (annual)</th><th>2025-2030 (annual)</th><th>2030-2039 (annual)</th><th>Total 2022-2039</th></tr>
<tr><td>Bolton</td><td>787</td><td>787</td><td>787</td><td>787</td><td>13,379</td></tr>
<tr><td>Bury</td><td>452</td><td>246</td><td>452</td><td>520</td><td>7,678</td></tr>
<tr><td>Manchester</td><td>3,533</td><td>3,533</td><td>3,533</td><td>3,533</td><td>60,061</td></tr>
<tr><td>Oldham</td><td>680</td><td>404</td><td>680</td><td>772</td><td>11,560</td></tr>
<tr><td>Rochdale</td><td>616</td><td>568</td><td>616</td><td>632</td><td>10,472</td></tr>
<tr><td>Salford</td><td>1,658</td><td>1,658</td><td>1,658</td><td>1,658</td><td>28,186</td></tr>
<tr><td>Tameside</td><td>485</td><td>236</td><td>485</td><td>568</td><td>8,245</td></tr>
<tr><td>Trafford</td><td>1,122</td><td>817</td><td>1,122</td><td>1,224</td><td>19,077</td></tr>
<tr><td>Wigan</td><td>972</td><td>814</td><td>972</td><td>1,025</td><td>16,527</td></tr>
<tr><td>PfE</td><td>10,305</td><td>9,063</td><td>10,305</td><td>10,719</td><td>175,185</td></tr>
</table>
</td>
<td></td>
<td>The proposed development proposes to make more efficient use of the existing site to provide 132 studio bed spaces of which 6 would be accessible. The proposed development would hugely contribute to meeting the identified need in the market for PBSA development.</td>
</tr>
<tr>
<td>Policy JP-H2 Affordability of New Housing</td>
<td>Substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:
1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Maximising the delivery of additional affordable homes(72), including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability
3. Supporting provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities)
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing</td>
<td>Yes</td>
<td>As outlined in the Supporting Planning Statement, the proposed development will deliver 20% affordable units.</td>
</tr>
</table>

	5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households. 72 A definition of the different forms of affordable housing is given in Annex 2: Glossary of the NPPF: https://www.gov.uk/government/publications/national-planning-policy-framework--2"		
Policy JP-H3 (Type, Size and Design of New Housing)	Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people. Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. Housing provision to accommodate specific groups, such as students and travelling people, will be addressed through district local plans. All new dwellings must: 1. Comply with the nationally described space standards; and 2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. Innovation in housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing that can help to improve the speed of delivery and increase building standards.	Yes	As outlined in the Design and Access Statement prepared by TODD, the proposed development will comprise 132no. units of which 20% will be affordable. 5% of this provision will be accessible. 5 of these units will be located on the ground floor and 1 on floor 2. Amenity space consists of: • 237m2 of internal amenity space. • 310m2 of external amenity space.
Policy JP-H4 (Density of New Housing)	New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Regard should be had to the minimum densities set out below.	Yes	As highlighted in the Supporting Planning Statement and Design and Access Statement, the Site is highly accessible by walking, cycling and public transport and the density reflects this aspect.

Location (use highest density that applies when a site falls within more than one location)	Minimum net residential density (dwellings per hectare): Within the location	Minimum net residential density (dwellings per hectare): Within 400 metres	Minimum net residential density (dwellings per hectare): Within 800 metres
Designated centres:			
City Centre	200	120	70
Designated town centres	120	70	50
Other designated centres	70	50	35
Public transport stops:			
Main rail stations and Metrolink stops in the City Centre	N/A	200	120
Other rail stations and Metrolink stops	N/A	120	70

Location (use highest density that applies when a site falls within more than one location)	Minimum net residential density (dwellings per hectare): Within the location	Minimum net residential density (dwellings per hectare): Within 400 metres	Minimum net residential density (dwellings per hectare): Within 800 metres
in large, designated centres			
Other rail stations with a frequent service and all other Metrolink stops	N/A	70	50
Leigh Guided Busway stops	N/A	50	35
Areas within GMAL 6 and above or its equivalent	50	35	35
All other locations: minimum net residential density of 35 dwellings per hectare			

	Lower densities may be acceptable where they can be clearly justified by: 1. Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or 2. Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design: A. 35-70 dwellings per hectare: primarily houses B. 70-120 dwellings per hectare: mix of houses and apartments C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable		
Greener Spaces			
Policy JP-G6 Urban Green Space	To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions: • existing urban green space will be protected and enhanced in balance with other considerations; and • we will work with developers and other stakeholders to deliver new high quality urban green spaces. Development should be designed to support the positive use of nearby green spaces, such as by offering a high-quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.	Yes	As stated in the Supporting Planning Statement, the design includes a communal garden located to the rear of the building which would offer residents a vital source of outdoor space. A broad range of native wildflowers and planting would be integrated across the gardens, providing habitats for insects, birds and other forms of wildlife, whilst also helping to enhance the developments biodiversity. Planting would also be provided around the Site.
Policy JP-G7 (Trees and Woodland)	We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and associated activities such as: 1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland; 2. Encouraging habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees; 3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative; 4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low-grade agricultural land and land in need of remediation; 5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre; 6. Considerably increasing the provision of street trees within urban areas; 7. Promoting the provision of community orchards to increase fruit consumption; 8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber;	Yes	As outlined in the Supporting Planning Statement, there will be a loss of 7no. small Category C trees. As part of the landscaping proposals, however, it is proposed that there are 19no. new tress to be planted across the Site.

	9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience; 10. Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures; 11. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration; And through development as follows: 12. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and 13. Protecting trees and woodland during the construction phase of development.		
JP-G8 (A Net Enhancement of Biodiversity and Geodiversity)	Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by: 1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species; 2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and steppingstones that enable the movement of species, especially as the climate changes; 3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species; 4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations; 5. Facilitating greater access to nature, particularly within urban areas; 6. Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and 7. Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land. Development will be expected to: a. Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity b. Avoid fragmenting or severing connectivity between habitats; c. Achieve a measurable net gain in biodiversity of no less than 10% d. Make appropriate provision for long-term management of habitats and geological features connected to the development; e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and	Yes	An Ecological Survey and Assessment has been undertaken by ERAP which has been submitted in support of this planning application. None of the habitats at the site are Priority Habitat, irreplaceable habitat or a semi-natural habitat. All plant species recorded at the site are common and widespread and typical of a managed habitat in an urban environment. No invasive plant species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) are present at the site or on the site boundaries. No evidence of the current or previous use of the buildings at the site by roosting bats / nesting birds was found during the daytime bat walkover / preliminary roost assessment. This ecological survey and assessment has demonstrated that the redevelopment of the site is feasible and acceptable.

	f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.		
Connected Places			
Policy JP-C4 (The Strategic Road Network)	We will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.	Yes	As outlined in the Supporting Planning Statement and Transport Statement and Travel Plan, the proposed development complies with all relevant policy and guidance.
Policy JP-C5 (Streets for All)	Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 'Walking and Cycling' and Policy JP-C3 'Public Transport'). We will seek to ensure: 1. The design and management of streets will follow a Streets for All approach, including by: a. Understanding the 'movement and place function' of streets as the starting point for improvement; b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility; c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network; d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement; e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function'; f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel; g. Incorporating increased levels of greenery including trees where possible; h. Offering shelter from wind and rain, and shade from the sun; i. Delivering priority for public transport and facilities for public transport users; j. Providing appropriate places and routes for servicing, deliveries and 'drop-off'; k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport; l. Ensuring the efficient movement of people and goods on streets with a high 'movement function' and; m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure 2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all; 3. Any new infrastructure minimises the negative effects of vehicle traffic; and 4. New infrastructure includes provision for utilities and digital infrastructure where required.	Yes	As detailed within the Design and Access Statement, the scheme has been designed to have a minimal impact on the surrounding highways network. The development will be car-free other than two disabled parking spaces that will be provided on street by modifying the existing TRO in the bay bounding the site on Acomb Street. A loading bay will also be provided along Acomb Street to facilitate resident changes at the beginning / end of term but also for deliveries to the site.

Policy JP-C6 (Walking and Cycling)	In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including: 1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance; 2. Ensuring routes are direct, easily navigable and integrated with the street and public transport network; 3. Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle; 4. Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings; 5. Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; 6. Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling;	Yes	A Transport Assessment and Travel Plan has been prepared by SK and submitted with this application. The assessment concludes that that the site occupies an accessible location which provides opportunities for access by active and sustainable modes. The site has a GMAL of 8, which is an exceptional level of accessibility. The site is well located in relation to local amenities and services, including facilities on Oxford Road/Wilmslow Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking, localised improvements to the bounding footways and a Travel Plan.
Policy JP-C8 (Transport Requirements for New Development)	We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. We will do this by: <u>Connectivity and Permeability</u> 1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including; • Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should: ○ be direct, safe and convenient; ○ connect to nearby facilities, employment areas, public transport stops; and ○ improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision; • Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and • Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment; 2. Ensure appropriate connectivity to the existing highway network. <u>Design</u> 3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development; 4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development; <u>Public Transport</u>	Yes	A Transport Assessment and Travel Plan has been prepared by SK and submitted with this application. The assessment concludes that that the site occupies an accessible location which provides opportunities for access by active and sustainable modes. The site has a GMAL of 8, which is an exceptional level of accessibility. The site is well located in relation to local amenities and services, including facilities on Oxford Road/Wilmslow Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking, localised improvements to the bounding footways and a Travel Plan. A Service and Delivery Management Strategy is proposed that sets out how refuse will be collected and day-to-day deliveries to the site will be managed. There will be a loading bay on Acomb Street that will be used by servicing vehicles

	5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access; 6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access; <u>Parking Infrastructure</u> 7. Making adequate car parking provision, including for disabled drivers and passengers; 8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand; 9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing: i. Showers, changing facilities and lockers for cyclists and walkers ii. Pool or hire bikes for use by occupiers iii. Information in advance about facilities to visitors; 10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces; 11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans. 12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.		
Core Strategy (2012)			
Policy SP1 (Spatial Principles)	The key spatial principles which will guide the strategic development of Manchester to 2027 are: • The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. • The growth of Manchester Airport will act as a catalyst for the regional economy, and will also provide the impetus for a second hub of economic activity in this part of the City. • Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. • The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.	Yes	Policy SP1 has been assessed in detail in Section 8 of the Supporting Planning Statement. it is considered that the proposed development is wholly compliant with the requirements of Core Strategy Policies SP1.

	• The City's network of open spaces will provide all residents with good access to recreation opportunities. The River Valleys (the Irk, Medlock and Mersey) and City Parks are particularly important, and access to these resources will be improved.
	• New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.
	
	Core Development Principles
	Development in all parts of the City should:-
	• Make a positive contribution to neighbourhoods of choice including:
	  ○ creating well designed places that enhance or create character.
	  ○ making a positive contribution to the health, safety and wellbeing of residents
	  ○ considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
	  ○ protect and enhance the built and natural environment.
	• Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
	• Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.		

Policy DM1 (Development Management)	All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:- • Appropriate siting, layout, scale, form, massing, materials and detail. • Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. • Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise. • Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes. • Community safety and crime prevention. • Design for health. • Adequacy of internal accommodation and external amenity space. • Refuse storage and collection. • Vehicular access and car parking. • Effects relating to biodiversity, landscape, archaeological or built heritage. • Green Infrastructure including open space, both public and private. • The use of alternatives to peat-based products in landscaping/gardens within development schemes. • Flood risk and drainage. • Existing or proposed hazardous installations. • Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-	Yes	The proposed development is accompanied by a suite of technical reports including: • Suite of architectural drawings; • A Design and Access Statement prepared by TODD; • Air Quality Assessment prepared by Miller Goodall; • Noise Assessment prepared by Hann Tucker; • A Flood Risk Assessment prepared by Brennan; • Daylight / Sunlight Assessment prepared by GIA; • A Transport Assessment and Travel Plan prepared by SK and; • A Drainage Strategy prepared by Brennan. The technical reports found that there would not be an unacceptable impact in their respective disciplines as a result of the proposals.

	a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required: Year 2010 – Code Level 3; Year 2013 - Code Level 4; Year 2016 - Code Level 6; and b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.		
Policy H1 (Overall Housing Provision)	Approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The delivery boxes following show how this breaks down for each Strategic Regeneration Framework area. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. (The distribution of available housing sites is in accordance with the research conducted by AGMA which gives priority to residential schemes in the Regional Centre and the Inner Areas to support regeneration and the drive for regional growth.) The proportionate distribution of new housing, and the mix within each area, will depend on: • The number of available sites identified as potential housing sites in the SHLAA; • Land values and financial viability; • The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock; and • The management of areas where Houses in Multiple Occupation predominate. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well designed accommodation which meets the needs of workers moving to Manchester. The City Centre is also an appropriate location for purpose built student accommodation. Within the Inner Areas in North, East and Central Manchester densities will be lower but generally around 40 units per hectare. The type, size and tenure of the housing mix will be assessed on a site by site basis and be influenced by local housing need and economic viability. Outside the Inner Areas the emphasis will be on increasing the availability of family housing therefore lower densities may be appropriate.	Yes	As detailed within section 7 of the Supporting Planning Statement prepared by Asteer Planning there is an acute need for PBSA development within Manchester and the proposal for 132 PBSA beds will make a positive contribution towards the Councils housing numbers. The proposal represents a density of 838 dwellings per hectare in accordance with the policy.

	90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings. Proposals for new residential development (including accommodation for Gypsies and Travellers and Travelling Showpeople and purpose built student accommodation) should take account of the need to: • Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople; • Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas; • Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation. • Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision; • Prioritise sites which are in close proximity to centres or high frequency public transport routes. • Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations). • Be designed to give privacy to both its residents and neighbours.		
Policy H5 (Central Manchester)	Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.	Yes	Policy H5 has been assessed in detail in Section 8 of the Supporting Planning Statement. it is considered that the proposed development is wholly compliant with the requirements of Core Strategy Policies H5.
Policy H12 (Purpose Built Student Accommodation)	The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities. 1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.	Yes	A comprehensive assessment against Policy H12 has been undertaken within section 7 of the Supporting Planning Statement.

	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 streetscene either from the proposed 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 EC1 (Employment and Economic Growth in Manchester)	The Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1. Priorities for ensuring continued economic growth include: • Improving access to jobs for all via public transport, walking and cycling; • Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use; • Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses; • Improving digital infrastructure delivery to businesses and residents;	Yes	As outlined in the Supporting Planning Statement, the scheme will require construction expenditure of circa £14 million. This expenditure will sustain 60 FTE (full time equivalent) construction jobs – on and off site – throughout the construction phase, based on established labour ratios in the construction sector. The additional apartments, once occupied, will facilitate an additional £2.5 million of student expenditure in the Manchester economy each year, inclusive of tuition fees. This student expenditure will support 35 FTE jobs in the Manchester economy each year.

	• Creating business destinations by enhancing the primary business use with ancillary commercial facilities; • Ensuring the continued social, economic and environmental regeneration of the City; • Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets. Development proposals should have regard to: • Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure; • Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design; • Flood risk through the Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA).		The occupiers will also bring additional skills into the Manchester labour market each year – both on temporary basis (with a significant proportion likely to seek part time employment) and permanently on graduation (with Manchester's student retention rate currently standing at circa 50%).
Policy EC8 (Central Manchester)	Central Manchester is expected to provide approximately 14ha of employment land. The majority of this provision will be provided within: 1. The Corridor (Manchester) within the Central Manchester Regeneration Area is suitable for office, research and development, light industrial, general industrial, education and health. This area overlaps with the City Centre boundary and should be in line with CC1 and C1. 2. Existing employment and economic development areas: • Princess Parkway suitable for office development adjacent to the City Centre; • Along Stockport Road and Hyde Road suitable for employment as part of a mix of uses; 3. District centres of Hulme, Rusholme and Longsight all located on major radial routes through Central Manchester. These will be suitable for mixed use development providing local employment. The Council will promote development which has had regard to: • Ensuring employment within Central Manchester complements those uses within the City Centre; • Design opportunities offered by the key transport infrastructure such as the arterial roads Princess Parkway, Oxford Road, Stockport Road and Hyde Road; • Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations, particularly orbital connectivity to employment locations in East Manchester and Trafford Park; • Creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.	Yes	Policy EC8 has been assessed in detail in Section 8 of the Supporting Planning Statement. it is considered that the proposed development is wholly compliant with the requirements of Core Strategy Policies EC8.
Policy T1 (Sustainable Transport)	To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: - • Improve choice by developing alternatives to the car.	Yes	A Transport Assessment and Travel Plan has been prepared by SK and submitted with this application. The assessment concludes that that the site occupies an accessible location which provides opportunities for access by active and sustainable modes. The site has a

	• Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car. • Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life. • Improve pedestrian routes and the pedestrian environment. • Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail). • Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision. • Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. • Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location. • Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties. • Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority: 1. pedestrians and disabled people 2. cyclists, public transport, 3. commercial access, 4. general off peak traffic, 5. general peak time traffic.		GMAL of 8, which is an exceptional level of accessibility. The site is well located in relation to local amenities and services, including facilities on Oxford Road/Wilmslow Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking, localised improvements to the bounding footways and a Travel Plan. The car is completely car free apart from two disabled spaces meaning it will not have an inappropriate impact on the local highway network. A Service and Delivery Management Strategy is proposed that sets out how refuse will be collected and day-to-day deliveries to the site will be managed. There will be a loading bay on Acomb Street that will be used by servicing vehicles
Policy T2 (Accessible Areas of Opportunity and Need)	The Council will actively manage the pattern of development to ensure that new development: - • Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections • Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:- o Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park. o Links within East Manchester to employment locations, Central Park and Eastlands in particular. o Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester. o Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport. o Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.	Yes	As detailed within the Transport Assessment and Supporting Planning Statement the site is located approximately 2.5km to the south of the city centre which can be achieved easily on foot via Oxford Road. The site occupies an accessible location which provides opportunities for access by active and sustainable modes. The site has a GMAL of 8, which is an exceptional level of accessibility. The site is well located in relation to local amenities and services, including facilities on Oxford Road/Wilmslow Road, the university campuses and the city centre. The proposal includes measures to support sustainable movement including secure cycle parking, localised improvements to the bounding footways and a Travel Plan.

	• Within the City Centre, provides 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. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:
	  ○ District Centres
	  ○ Areas not within the City Centre or District Centres
	The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
	• Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.		

Policy CC5 (Transport)	The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre. Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest. Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements, for example improvements to: • remove buses and private cars from St Peter's Square • create a new pedestrian priority zone initially the area bounded by Deansgate, Peter Street / Oxford Street, Portland Street, Piccadilly North, Manchester Arndale, Corporation Street and Exchange Square • close Victoria Street in the Medieval Quarter to traffic and create a new public realm around the Cathedral and Chethams. The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B.	Yes	As detailed in the Supporting Planning Statement, the Site is approximately 2km away, which in walking distances is a 10 minute walk, from the University of Manchester and a 25 minute walk away from Manchester Metropolitan University. The accompanying Transport Assessment, prepared by SK Transport, confirms that the Site is sustainably located on the Bee Network as well as having a bus stop immediately in front of the building. The Site has a Greater Manchester Accessibility Level ("GMAL") of 8 (Score: 27.85) which represents an exceptional level of accessibility by public transport.
Policy CC9 (Design and Heritage)	Design of new buildings will need to be of the highest standard in terms of appearance and function. The standards and guidance explained in other LDF policies should be the basis for the approach to design, with particular attention to be given to the City Centre context and character. Development in Manchester City Centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments. The Council will support high density and mixed use development in the City Centre, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form. New development must support the range of uses the Council expects in the City Centre and contribute to a coherent and integrated physical environment.	Yes	As detailed in the Design and Access Statement prepared by TODD, careful consideration has been applied to the form and function on the development. Appropriate materials have been selected in reference to the Site's context.
Policy CC10 (A Place for Everyone)	The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through: • Uses which increase the diversity of activity in the City Centre, with an emphasis on family-oriented activity; and, • High standards of accessibility to buildings and across spaces in the City Centre.	Yes	As detailed within the Design and Access Statement prepared by TODD the scheme includes accessible studios which will be located on the ground floor for improved accessibility. There will also be two disabled parking spaces for those which may require them.

Policy EN1 (Design Principles and Strategic Character Areas)	**Design Principles and Strategic Character Areas** All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. 1. City Centre Character Area The City Centre contains a rich legacy which reflects its urban evolution to the current day and includes listed buildings, conservation areas, archaeological remains and an historic street pattern. Its core area presents a particularly dense environment that accommodates a wide and closely integrated range of uses including commercial, civic and residential activities. Relative to the amount of development there is limited open space and this includes a range of civic and less formal green spaces and waterways. Outside the core and associated with the Inner Relief Route there are less active and less densely developed areas with significant elements of cleared land. The City Centre is the focus of the City's transport routes. • Developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area. • While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level. Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space, and the maintenance and improvement of the City's permeability should be considered in all proposals. 2. The Corridor (Higher Education Precinct (HEP)) Character Area This area contains major educational and medical institutions located alongside a linear route in a variety of large scale buildings. Underlying this are remnants of the historic past such as the grid iron street pattern dating principally from the 19th Century. The area contains a network of open spaces often resulting from more recent developments and is busy especially with public transport and pedestrian movement through much of the 24 hour day with patterns of movement linking areas to both sides of Oxford Road. The Corridor represents the only area where the levels of activity, range of uses and scale of built form associated with the City Centre extend beyond the Mancunian Way. New development needs to reflect the significant scale and form expected from major City institutions and opportunities will exist for more innovative and contemporary built forms, which have regard to the historic context. A balance between built form and open space which allows for easy movement through and across the area will be required. 3. Heaton Park Character Area Heaton Park is a large, historic, Grade II listed municipal park, containing a number of historic structures dating from its original use as a country estate. It is used for a mix of formal and informal recreational opportunities in a primarily informal landscape. It is the highest point in the City. A continuation of its historic landscape character as parkland with informal groups of trees, to enable the accommodation of the existing range of leisure activities, is expected. 4. Northern Character Area The character of this area is significantly affected by the topography, with a marked increase in height moving northwards, cut by the River Irk and its tributaries. There is a finer grained,	Yes	As detailed within the Design and Access Statement prepared by TODD the scheme has been designed the reflect the surrounding context. Thus, the proposed development will comprise from red brick and the windows will comprise a pale champagne toned PPC aluminium. The entrance will be pale grey cast stone applied to the top of the brickwork. The proposals will be high quality in terms of design and have regard the surrounding context.

	predominantly residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography. Developers should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape. 5. Irk Valley Character Area A tree-filled river valley, steeply cut in parts, used as informal open space. This river valley is bounded by and still contains many areas of low density residential and industrial activity with occasional formal open spaces. Its green character stops abruptly at Dantzic Street/Dalton Street where its character becomes more like that of the City Centre. Development within or alongside the valley sides should also seek to enhance the valley's semi-natural appearance and function. Views into, out of and along the valley are to be considered. 6. Central Arc Character Area The character of the area we have today is predominantly one of 1960's social housing estates and zoned industrial areas bisected by the transport network and largely resulting from the comprehensive redevelopment of the past. Significant areas of employment are found where this area overlaps with the fringe of the City Centre such as at Strangeways which is a large, distinctive, entirely industrial area suitable for further employment growth. Much of the Central Arc is experiencing regeneration with some contemporary urban solutions, for example in Hulme, now complete, and some still to be progressed. The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities. The opportunity should also be taken to use the canals to create a distinctive urban environment and enhance access through the City. 7. Medlock Valley(outside the City Centre) Character Area This is divided into three sub groups, with a wider semi-natural area lying to the east of Bankbridge Road, a more managed landscape with an increase in urban form around Eastlands and Philips Park and a narrower river valley confined by built development to the west of Eastlands. Development will need to respond to the particular attributes of the valley's changing character. Development adjacent to the valley sides must not diminish the degree of openness or accessibility in any particular sub area. 8. Southern Character Area There is a notable presence of older development (1750-early 1900) at key junctions and along historic radial routes such as Oxford Road/Wilmslow Road, often but not exclusively associated with District Centres. The largely flat terrain has enabled the subsequent infilling of land between these routes with a more regular layout of predominantly residential development up to the 1960s. Much of this subsequent development was associated with the purpose built radial parkways, serving the City Centre. Princess Parkway now forms the principal road link between the City Centre and the Airport. The area contains pockets of formal open space including some significant historic parks. New development needs to retain the identity and focus of activity associated with the historic District Centres. Where appropriate development along the radial routes such as Princess Parkway should be commensurate in scale with the prominence of its location. 9. Mersey Valley Character Area This is a wide, flat valley with heavily managed open space and tree cover largely found on the valley perimeter where there are localised significant changes in level. The Mersey Valley acts as a important visual break between the South Area and Wythenshawe Environs. Extensive long range views exist from the valley sides and the major road network which bisects and runs		

	along the valley. Developers will need to ensure that any development within or to the periphery of the valley maintains the sense of openness and accessibility. 10. Wider Wythenshawe Character Area Wythenshawe was developed along the principles of the 'garden city' movement. The wider area represents a phased series of predominantly social housing dating from the 1920s to the 1960s, with some later infill developments and industrial zones. There is a predominance of low rise, low density semi-detached houses, short terraces and low rise blocks of flats and maisonettes, all set within private gardens, incidental open space, public amenity spaces and pockets of semi-natural and woodland areas. The key focal points for activity are the transport corridors, hospital and District Centres. The principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape. 11. Airport & urban fringe Character Area Much of this area is open in character including a significant area of agricultural land. Built development is mainly associated with the Airport and associated uses, often large scale but height limited by flight path requirements. Other built development is small scale and takes the form of individual or small clusters of houses. Development in this area needs to accommodate the future operational needs of the Airport, whilst retaining the area's open character as far as is possible.		
Policy EN3 (Heritage)	Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.	Yes	The existing building is not listed nor is it locally listed. Furthermore, there are no designated or non-designated heritage assets located on the Site.

Policy EN4 (Reducing C02 Emissions by Enabling Low and Zero Carbon Development)	The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:
	
	• All development must follow the principle of the Energy Hierarchy, being designed:
	  ○ to reduce the need for energy through design features that provide passive heating, natural lighting and cooling
	  ○ to reduce the need for energy through energy efficient features such as improved insulation and glazing
	  ○ to meet residual energy requirements through the use of low or zero carbon energy generating technologies
	
	• Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.
	• Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
		Yes	An Energy and Sustainability Statement has been prepared by McKee Associates and an Environmental Standards Statement has been prepared by Watt Energy which has been submitted in support of the application.
			
			The proposals will utilise centralized Air Source Heat Pumps for space heating and domestic hot water and the has been designed to incorporate both a PV array and a solar thermal array. As a result, the predicted reduction in CO2 when compared to Part L 2021 Vol. 2 is 17.5%.

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Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralized energy schemes.
The use of building materials with low embodied carbon in new development and refurbishment schemes.

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<td>Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies)</td>
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Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2emissions for all phases of the development.

Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement.

The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows

Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).
Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.
Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

Domestic CO2 emissions reduction targets
Table 12.1
<table>
<tr><th>Target</th><th>% Minimum requirement</th></tr>
<tr><td>Target 1: Network development area</td><td>CHP/district heating anchor or connection or where not feasible a 15% increase on Part L 2010</td></tr>
<tr><td>Target 2: Electricity intense buildings</td><td>+15% increase on Part L 2010</td></tr>
<tr><td>Target 3: Micro generation area</td><td>+15%increase on Part L 2010</td></tr>
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Non-domestic CO2 emissions reduction targets
Table 12.2
</td>
<td>Yes</td>
<td>An Energy and Sustainability Statement has been prepared by McKee Associates and an Environmental Standards Statement has been prepared by Watt Energy which has been submitted in support of the application.

The proposals will utilise centralized Air Source Heat Pumps for space heating and domestic hot water and the development has been designed to incorporate both a PV array and a solar thermal array. As a result, the predicted reduction in CO2 when compared to Part L 2021 Vol. 2 is 17.5%.</td>
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	<table><tr><th>Target</th><th>% Minimum requirement</th></tr><tr><td>Target 1: Network development area</td><td>CHP/district heating anchor or connection or where not feasible, a 15% increase on Part L 2010</td></tr><tr><td>Target 2: Electricity intense buildings (Applies to commercial uses with a high proportion of emissions from electricity use (>45 kg CO2/m2))</td><td>+10%increase on Part L 2010</td></tr><tr><td>Target 3: Micro generation area</td><td>+15% increase on Part L 2010</td></tr></table> Where the CO2 emissions reduction required under any future revision to Part L of the building regulations becomes greater than the '% Minimum requirement', the reduction required under building regulations would apply. Where the Council identifies an 'allowable solution', for example within an energy proposals plan, that would produce higher carbon reductions at no extra cost than that of achieving the '% Minimum requirement' (or required under building regulations if greater) the higher percentage reduction will be required. The cost comparison is based on the cost of incorporating the 'allowable solution' at design stage. The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.		
Policy EN8 (Adaption to Climate Change)	All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: • Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability • Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways. • The need to control overheating of buildings through passive design. • The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.	Yes	An Energy and Sustainability Statement has been prepared by McKee Associates and an Environmental Standards Statement has been prepared by Watt Energy which has been submitted in support of the application. The proposals will utilise centralized Air Source Heat Pumps for space heating and domestic hot water and the development has been designed to incorporate both a PV array and a solar thermal array. As a result, the predicted reduction in CO2 when compared to Part L 2021 Vol. 2 is 17.5%.

	Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.		
Policy EN9 (Green Infrastructure)	New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. Key features of Manchester's green infrastructure will include: • The continued development of a network of green spaces, water bodies, canals, paths and cycleways, with priority given to those parts of the City where there is an identified existing lack of open space. The Council will seek to protect existing street trees and promote new planting, particularly where this can enhance green links in the urban area. • The continued maintenance and management of the Rivers Mersey and Irwell and their tributaries, for example the River Irk, River Medlock, Chorlton Platt Gore, Gatley Brook, Moston Brook and adjoining land, with regard to their multiple functions including recreation, flood management, and biodiversity. • The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme. • The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas. New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.	Yes	As stated in the Supporting Planning Statement, the design includes a communal garden located to the rear of the building which would offer residents a vital source of outdoor space. A broad range of native wildflowers and planting would be integrated across the gardens, providing habitats for insects, birds and other forms of wildlife, whilst also helping to enhance the developments biodiversity. Planting would also be provided around the Site. There will be a loss of 7no. small Category C trees. As part of the landscaping proposals, however, it is proposed that there are 19no. new tress to be planted across the Site.
Policy EN14 (Flood Risk)	• In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure. • All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.	Yes	As outlined in the Supporting Planning Statement, there will be a loss of 7no. small Category C trees. As part of the landscaping proposals, however, it is proposed that there are 19no. new tress to be planted across the Site.
Policy EN16 (Air Quality)	The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.	Yes	An Air Quality Assessment has been prepared by Miller Goodall. The report recommends the implementation of dust mitigation measures during the demolition and construction phase. The implementation of these will ensure that residual dust impacts during the demolition and construction phase are not significant. Concentrations of NO2 and PM10 are likely to be below their respective long and short-term objectives at the proposed development site which is therefore considered suitable for residential use with regards to air quality. Concentrations of

			PM2.5 are expected to be below the annual mean target. Therefore, proposed development is not expected to have a significant impact on local air quality.
Policy EN17 (Water Quality)	With reference to the Manchester-Salford-Trafford SFRA and other relevant documents: • Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; • Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimize groundwater contamination, and to avoid pollutants reaching watercourses; • Development close to a watercourse should also ensure that waste or litter cannot enter the watercourse from the site; • Development should, where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse.	Yes	A Drainage Strategy has been prepared by Brennan Consult and submitted with the application. Surface water runoff will be collected from the roof of the new apartment building and directed to a new below ground surface water drainage network beneath the lawn area. This will then outfall to the existing 300mm diameter combined water sewer in Acomb Street via an existing connection. There will be a flow water control to restrict flows and an geocellular tank acting as the means of attenuation. Foul water is to construct a new network within the lawned area which will merge with the controlled surface water network and outfall with the existing combined sewer in Acomb Street. The proposed private drainage layout for the development will be designed in accordance with BS EN 752: 2017, Building Regulations Part H.
Policy EN18 (Contaminated Land & Ground Stability)	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. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.	Yes	A Geo Environmental Appraisal has been prepared by Ground Tech and submitted with the planning application. The proposal is not considered to be at risk of land contamination.
Policy EN19 (Waste)	The Council will • Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate. • Require all developers, including those of new waste management facilities within the District, to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal) • Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal. • Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. • Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users. • Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a closed-loop waste management system. • Require waste management practices to have full regard to the environmental, social and economic impacts of such development and encourage long-term benefits in improving the environment, the regeneration of areas in need of investment and co-location with other employment uses where appropriate.	Yes	As detailed within the Transport Assessment a Service and Delivery Management Strategy is proposed that sets out how refuse will be collected and day-to-day deliveries to the site will be managed. There will be a loading bay on Acomb Street that will be used by servicing vehicles.

	• Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.		
Policy PA1 (Developer Contributions)	Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis: • Affordable housing • Education • Health and wellbeing facilities • Community facilities • Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable transport and disabled people's access • Climate change mitigation / adaptation Where development has a significant impact on the Strategic Road Network developer contributions would be sought through section 278 agreements. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. These issues will be addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.	Yes	As outlined in the Supporting Planning Statement a draft Section 106 Heads of Terms highlights the provision of 20% affordable housing.
Saved UDP Policy			
DC26.1 – DC26.6 (Development and Noise	DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control DC26.2 New noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council	Yes	A Noise Impact Assessment has been prepared by Hann Tucker Associates and been submitted alongside this planning application. The environmental noise impact upon the proposed dwellings has been assessed in the context of building regulations, and national and local planning policies. Appropriate target internal noise levels have been proposed which are achievable using conventional mitigation measures. Preliminary acoustic performance specifications for the external building fabric elements have been recommended such that appropriate internal noise levels should be achieved. Detailed design stage octave band acoustic specifications will need to be developed for tender.

	will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future. DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted: a. in residential areas; b. near schools, hospitals, nursing homes and similar institutions; c. near open land used frequently for recreational purposes. DC26.4 Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following: a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers; b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or noncritical rooms within a building; and c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate. DC26.6 Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.		The assessment shows the site, subject to appropriate mitigation measures, is suitable for PBSA development in terms of noise.

Appendix 3 – Relocation Strategy

CHESHIRE HOMES GROUP

11th July 2025

College View, Moss Lane East – Relocation Strategy

Dear Sir or Madam,

I am writing on behalf of Cheshire Homes Group. We own the existing property at College View, 410-418 Moss Lane East, Manchester ("the Site") and have owned the Site since 2007. The Site will soon be the subject of a Full Planning Application submitted to Manchester City Council ("MCC / the Council") for the following development:

> *"Demolition of 410-418 Moss Lane East and erection of part five, part three storey building for use as a Purpose Built Student Accommodation (Use Class Sui Generis) associated landscaping, servicing, cycle parking and other associated works"*

Existing Tenants

The existing building comprises 19no. residential apartments (13 x 1bed, 5 x 2bed and 1 x 3bed apartment.

A schedule of the existing tenants is enclosed within **Appendix 1** along with details of the current Tenancy Agreement in place for each apartment. In summary, the existing apartments are being let on a predominantly short-term basis.

Discussions with Tenants

We have a good relationship with our existing tenants and first made them aware of our desire to redevelop the Site for Purpose Built Student Accommodation ("PBSA") in March 2024. Prior to the Community Consultation exercise carried out for the proposed planning application, initial discussions were had with the tenants. Our head of Management, John Gibson, visited the building and spoke individually with the tenants and discussed our aims and plans with the building. Upon his visit he also discussed with the tenants any necessary assistance they may require in the future with re-housing should we be successful in obtaining permission.

Victoria House 37 Anson Road Victoria Park Manchester M14 5DA
www.cheshirehomesgroup.com e-mail: enquiries@cheshirehomesgroup.com
Tel: +44 (0)161 256 4466 Fax: +44 (0)161 256 3666

CHESHIRE HOMES GROUP

Relocation Strategy

We are committed to helping our existing tenants in finding suitable alternative accommodation options within the area should planning permission for the redevelopment of the Site be granted. All tenants were offered assistance in relocating (including the cover of any moving costs) and we offered up other properties within our portfolio as an option to those that needed it.

15 of the tenants confirmed to us that they will be moving to other properties outside of our portfolio and therefore, no further assistance was required to facilitate this move. The remaining tenants requested assistance in their relocation which we were happy to provide.

The chosen property available for residents is 288 Dickenson Road, Rusholme, Manchester, M13 0YL which is located approximately 2km away from the Site and is a newly refurbished residential development. The property comprises of 7 apartments with the following mix:

- 1 x 3 Bed Apartments;
- 3 x 2 Bed Apartments;
- 2 x 1 Bed Apartments; and
- 1 x 3 Bed Annex.

The above demonstrates our commitment to ensuring that our existing tenants are able to relocate to other properties should planning permission be granted for the redevelopment of the Site.

Yours faithfully,

Azeem Ali
Cheshire Homes Group

Victoria House 37 Anson Road Victoria Park Manchester M14 5DA
www.cheshirehomesgroup.com e-mail: enquiries@cheshirehomesgroup.com
Tel: +44 (0)161 256 4466 Fax: +44 (0)161 256 3666

CHESHIRE HOMES GROUP

Appendix 1 – Schedule of Existing Tenants and Tenancy Agreements

Address	Tenant	Contract Agreement / Tenancy End Date (if applicable)	Tenant moving to other property within Cheshire Homes Group Portfolio (Y/N)	Tenant Confirmed no further assistance required (Y/N)
1 College View	Sub-Let	Tenancy rolling over	N	N
2 College View	Sub-Let	Tenancy rolling over	N	N
3 College View	Sub-Let	Tenancy rolling over	N	N
4 College View	Sub-Let	Tenancy rolling over	N	N
5 College View	Sub-Let	Tenancy rolling over	N	N
6 College View	Sub-Let	Tenancy rolling over	N	N
7 College View	Sub-Let	Tenancy rolling over	N	N
7A College View	Sub-Let	Tenancy rolling over	N	N
8 College View	Sub-Let	Tenancy rolling over	N	N
9 College View	Student	Tenancy rolling over	N	N
10 College View	Student	Tenancy rolling over	N	N
11 College View	Student	Tenancy rolling over	N	N
12 College View	Individual	Tenancy rolling over	Y	Y
13 College View	Individual	Tenancy rolling over	Y	Y
14 College View	Individual	Tenancy rolling over	Y	Y
15 College View	Individual	Tenancy rolling over	Y	Y
16 College View	Student	Tenancy rolling over	N	N
17 College View	Sub-Let	Tenancy rolling over	N	N
18 College View	Family	Tenancy rolling over (Leaving)	N	N
19 College View	Vacant	Vacant	N/A	N/A

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