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Planning and Tall Building Statement

Plot 9B, First Street

December 2024

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The proposed development comprises ***purpose-built student accommodation*** *(PBSA) in the* ***First Street Development Framework*** *area of Manchester. It will deliver* **861** *high quality* ***studio apartments****, complimented by outstanding amenity space including a state-of-the-art gym, social and study spaces. The* ***elegantly proportioned*** *building will reach* **33** *storeys in height, with the scale and massing responding to its location at the* ***gateway to the City Centre****. Active frontages and ample external amenity space will add to the vibrancy and vitality of First Street. The proposed development will contribute to the* ***regeneration of First Street*** *and will bring substantial* ***socio-economic benefits****, generating* **£26.08 m** *GVA and creating* **254 FTE** *jobs during construction and* **25 FTE** *once operational.* ***Sustainability*** *has been considered at the outset, with proposals exceeding* ***BNG*** *requirements and achieving* ***BREEAM*** *Excellent.*

1. Introduction

This section introduces the proposals and summarises the structure of this Planning and Tall Building Statement.

1.1. This Planning and Tall Building Statement (the 'Statement') accompanies an application for Full Planning Permission for a Purpose-Built Student Accommodation (PBSA) (Sui Generis) development ('the Proposed Development'), submitted on behalf of Vita Meadow Ltd (the 'Applicant') to Manchester City Council (MCC).

1.2. The planning application relates to land within Plot 9b of the First Street Development Framework Area of Manchester City Centre and an associated construction compound on the land east of River Street.

1.3. The description of the Proposed Development is as follows:

"Erection of a purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound".

1.4. This Statement considers the Proposed Development in its strategic and local context and assesses its acceptability in the context of the Local Development Plan and other material considerations such as the National Planning Policy Framework (NPPF) and relevant guidance.

The Applicant

1.5. The Applicant, Vita Meadow Ltd, is a part of Vita Group who are a best-in-class residential developer and operator who have pioneered a range of award-winning living products in Manchester Regional Centre and across the UK. The group is represented by five unique lifestyle brands, spanning life's different stages, across more than 13 cities and with residents from over 100 countries. It is urban living 'reimagined' and is constantly evolving thanks to the insights and data being generated through their in-house operational platform. They in-turn help to create new services, experiences, and communities. Their mission: 'create environments in which people can flourish'.

1.6. Under Vita's operational model they retain full operational management of all their buildings, with all staff employed directly by the company and share in their customer focused ethos.

1.7. Over the last decade Vita has redefined the rental market, reinvented student living and regenerated neighbourhoods, creating thriving communities and remarkable new places.

1.8. Locally, Vita has become a well-known and established developer and student accommodation operator in Manchester City Centre, with a number of brands such as Vita Living and Vita Student already delivered. Vita have delivered and currently operate student accommodation at Rosenthal Street within First Street, which was one of the first buildings to be brought forward as part of the masterplan, acting as a catalyst for further regeneration. Additionally, House of Social is a PBSA development by Vita that is currently under construction within First Street and close to the Site. Vita's work within the City Centre also continues with key schemes such as Vita Student at Circle Square, Vita Living at Port Street and Union T1 and T2 within St John's.

The Site

1.9. There are two Sites subject to this application (referred to collectively as 'The Sites'). This includes:

- 'The Proposed Development Site': Extending to approximately 0.25 ha, the Proposed Development Site is bound to the north by Plot 9A of the First Street Development Framework (FSDF) area (currently being redeveloped into an office block of up to 9no. storeys (pursuant to Planning Permission Ref. 132600/FO/2021)); to the east by Plot 10A (which has planning permission for an office block of up to 13no. storeys (Ref. 136043/FO/2023)); to the south east by Hulme Street; and to the west by Medlock Street.

  'The Construction Compound Site': Extending to approximately 0.46 ha, the Construction Compound Site is bound to the north by the River Medlock; to the east by Cambridge Street; to the

south by Macintosh Mills; and to the west by River Street. The site is currently used as a construction compound, in relation to the construction of Plot 10b First Street.

1.10. Figure 1 below shows the red line boundary of the Proposed Development Site and Construction Compound (Proposed Development Site to the west and Construction Compound Site to the east).

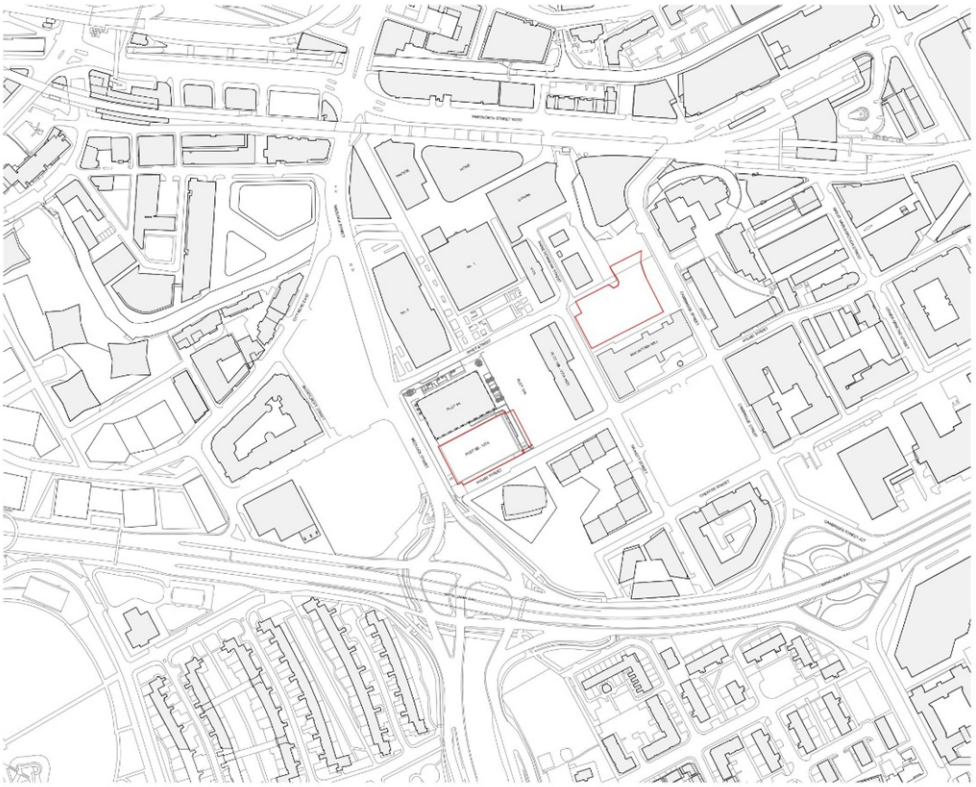


Figure 1: Site Location Plan (Source: Tim Groom Architects)

1.11. The Site forms part of the First Street Development Framework (FSDF), having first been incorporated into the *"Central Development Zone"* in 2012. The vision for First Street has developed and evolved since 2012, as highlighted within subsequent updates to the FSDF. Manchester City Council (MCC) adopted the latest FSDF in 2020. This Framework sets a strategic vision for the area and provides guidance for the development of a high-quality neighbourhood, with sustainable new buildings and well-designed public spaces.

The Proposed Development

1.12. The Proposed Development comprises the delivery of a PBSA building, of up to 33 storeys. Table 1, below, summarises the proposals:

Table 2: Proposed Development

Details of Proposed Development	
Student Accommodation	*861 studios (Use Class Sui Generis).* *Including:* • *5% (43 no. bed spaces) accessible bedspaces, including:* o *2 no. 'Fully Fitted Wheelchair Accessible' studios (M4)3)) at Practical Completion with all necessary handrails, pull cords and alarms.* o *2 no. rooms will be 'Future Wheelchair Accessible' studio (M4(2)), sized with a larger bathroom to accommodate a wheelchair and*

Details of Proposed Development	
	power connections for the future addition of equipment. ○ *The remainder will be 'Future Wheelchair Convertible (M4(2))'- large enough in footprint that they can be retrospectively converted to a 'Fully Fitted Wheelchair Accessible' studio, if and when the need arises.*
Maximum Height	*Ground + 33 storeys (+131.950m AOD)*
Car Parking	*0*
Cycle Parking	*146 (17% cycle spaces)*

1.13. The Proposed Development will complete the urban block defined by Medlock Street, River Street and Hulme Street and provide much needed student accommodation in a convenient location accessible by public transport. It will provide an active frontage onto Medlock Street and contribute to continued regeneration of First Street.

1.14. In addition to the above, the Site bound to the north by the River Medlock; to the east by Cambridge Street; to the south by Macintosh Mills; and to the west by River Street, is proposed to be used as a Construction Compound.

EIA Screening / Scoping

1.15. In accordance with the regulatory framework, a thorough screening process for the Proposed Development has been conducted and it has been determined that it falls under Schedule 2, Part 10b of the EIA Regulations 2017 (as amended). After careful consideration, it is concluded that the potential environmental impacts of this project warrant a comprehensive EIA. As part of this screening process, a detailed scoping exercise has been undertaken to determine which disciplines are to be assessed within this EIA.

1.16. An EIA Scoping Report was issued to Manchester City Council (MCC) for consideration on 01 July 2024. A response was received from Manchester City Council on 16 October 2024 confirming their agreement with the proposed scope of the EIA. The scope of EIA submitted with the application is detailed at Appendix A.

Application Documentation

1.17. The documents submitted in support of the Application are set out in Appendix B of this Statement.

Structure of the Planning Statement

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

- Section 2 - describes the context of the Site;
- Section 3 - Sets out the Economic, Strategic and Regeneration context for the Proposed Development;
- Section 4 - sets out the need for student accommodation;
- Section 5 - outlines the full details of the Proposed Development;
- Section 6 - provides a summary of the pre-application consultation undertaken;
- Section 7 - provides a broader planning assessment of the site-specific planning issues;
- Section 8 - and provides a tall building evaluation;
- Section 9 - sets out the public benefits associated with the Scheme; and
- Section 10 - concludes by summarising the case for the grant of Planning Permission.

2. Site Context

This Section describes the Site, its context in relation to the surrounding area and its suitability for the Proposed Development.

Site Description

2.1. There are two Sites subject to this application (referred to collectively as 'The Sites'). This includes:

- 'The Proposed Development Site': Extending to approximately 0.25 ha, the Proposed Development Site is bound to the north by Plot 9A of the First Street Development Framework (FSDF) area (currently being redeveloped into an office block of up to 9no. storeys (pursuant to Planning Permission Ref. 132600/FO/2021)); to the east by Plot 10A (which has planning permission for an office block of up to 13no. storeys (Ref. 136043/FO/2023)); to the south east by Hulme Street; and to the west by Medlock Street.

  'The Construction Compound Site': Extending to approximately 0.46 ha, the Construction Compound Site is bound to the north by the River Medlock; to the east by Cambridge Street; to the south by Macintosh Mills; and to the west by River Street. The site is currently used as a construction compound, in relation to the construction of Plot 10b First Street.

Surrounding Area

2.2. The Sites are located within the Regional Centre and City Centre, within MCC's administrative area.

2.3. The Sites sit within two strategic priority areas of the City Centre – within the First Street Development Framework Area and within the Oxford Road Corridor. The Site sits in close proximity to the Manchester Metropolitan University (MMU) Campus (circa 7-minute walk); and University of Manchester Campus (circa 10-minute walk).

2.4. The Sites are located to the north of the predominately residential area of Hulme. Within Hulme, the nearest residential properties to the Sites are at Loxford Court, which is approximately 190m to the south of the Proposed Development Site. Hulme is largely severed from the City Centre by Mancunian Way; albeit there is an established pedestrian crossing under Mancunian Way at the junction of Clarendon Street and Newcastle Street.

2.5. Immediately north of the Proposed Development Site is Plot 9a, part of FSC of the FSDF. In 2022, Plot 9a received planning permission (Ref.18132600/FO/2021) for a nine storey 'net-zero' office building, which is now being brought forward by Ask. In June 2022, it was announced that the Government Property Agency (GPA) will occupy the Plot 9a building once complete. Further north is FSN, which is now complete. Centred around Tony Wilson Place, FSN is a cultural hub for the City including HOME (a contemporary art, film and theatre complex) alongside a wider mix of uses including PBSA, a multi-storey car park ('MSCP') and a range of carefully curated food and drink operators, as well as new public spaces.

2.6. To the east of the Proposed Development Site is Plot 10 (also in FSC). Plot 10a received planning permission (Ref. 136043/FO/2023) in 2023 for a highly sustainable office development (which is also being brought forward by Ask). Plot 10b subsequently received planning permission (Ref. 136170/FO/2023) for a 14 storey PBSA development comprising 576 bedspaces as well as a new 'food-hall' on the ground floor, helping to activate this part of the City Centre. Construction on Plot 10b started in September 2023, and the development is due to accommodate its first student intake in the 2026/27 academic year. Further beyond to the east, there is a cluster of converted mills (Macintosh Mill, Chorlton Mill and Cambridge Mill), and a diverse mix of uses, including PBSA, retail, residential, and food and beverage units.

2.7. Immediately to the south of the Proposed Development Site is Plot 11 which is part of FSS. Plot 11 is currently being brought forward for a co-living development with Blocks A, B and D under construction (pursuant to Planning Permission Ref. 125573/FO/2019 (as amended)). There is a live application (Ref. 138831/FO/2023) for a PBSA in place of Block C, which is currently awaiting determination.

2.8. To the west of the Proposed Development Site is Medlock Street, beyond which is the former Premier Inn site. In 2023, planning permission (Ref. 135419/FO/2022) was granted for the former Premier Inn site to be redeveloped into a mixed development comprising a 13-storey office building and a PBSA building of up to 38 storeys (with 1,014 bedspaces).

Site Specific Environmental Designations

2.9. Under the provisions of the MCC Proposals Map (2012), the Sites are allocated to be within:

- Manchester City Centre; and
- The Regional Centre

Air Quality

2.10. The Sites are located within the Greater Manchester Air Quality Management Area (AQMA). For further details on air quality, please refer to the Air Quality Assessment prepared by Hydrock.

Ecology

2.11. The Sites are not located within a statutory or non-statutory nature conservation site and no records of protected species have been found at the Proposed Development Site. For further details on ecology, please refer to the Ecological Assessment prepared by Penny Anderson Associates.

Flood Risk and Drainage

2.12. As per the Environment Agency's Flood Map, the Proposed Development Site is fully located within Flood Zone 1 which means that it has a low probability of flooding.

2.13. It should be noted that the Construction Compound Site is located within Flood Zone 2, with a medium probability of flooding. However, as the Construction Compound Site will be used purely for a temporary compound, the sequential and exception tests are passed and no further assessment is required.

2.14. The Sites are located within the Critical Drainage Area prescribed by Manchester, Salford and Trafford Councils' Strategic Flood Risk Assessment.

2.15. For further details on flood risk, please refer to the Flood Risk and Drainage Strategy prepared by ROC.

Heritage

2.16. The Sites are not located within a Conservation Area and do not contain designated or non-designated heritage assets. As shown in **Error! Reference source not found.**, there are 35 designated heritage assets within a 500m radius of the Proposed Development Site. The radius of 500m was chosen to reflect the built up, urban nature of the Proposed Development Site, whilst ensuring assets within a close range that have the potential to be affected, are considered.

2.17. Of most relevance to the Proposed Development are the Grade II former mill buildings located east of the Proposed Development Site including MacIntosh Mills, Cambridge Mill, Chorlton Old Mill and Chorlton New Mill.

2.18. There are 2 Conservation Areas within the 500m boundary, namely the Castlefield Conservation Area located 450m to the northwest of the Proposed Development Site and the Whitworth Street Conservation Area located 430m to the northeast of the Proposed Development Site.

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

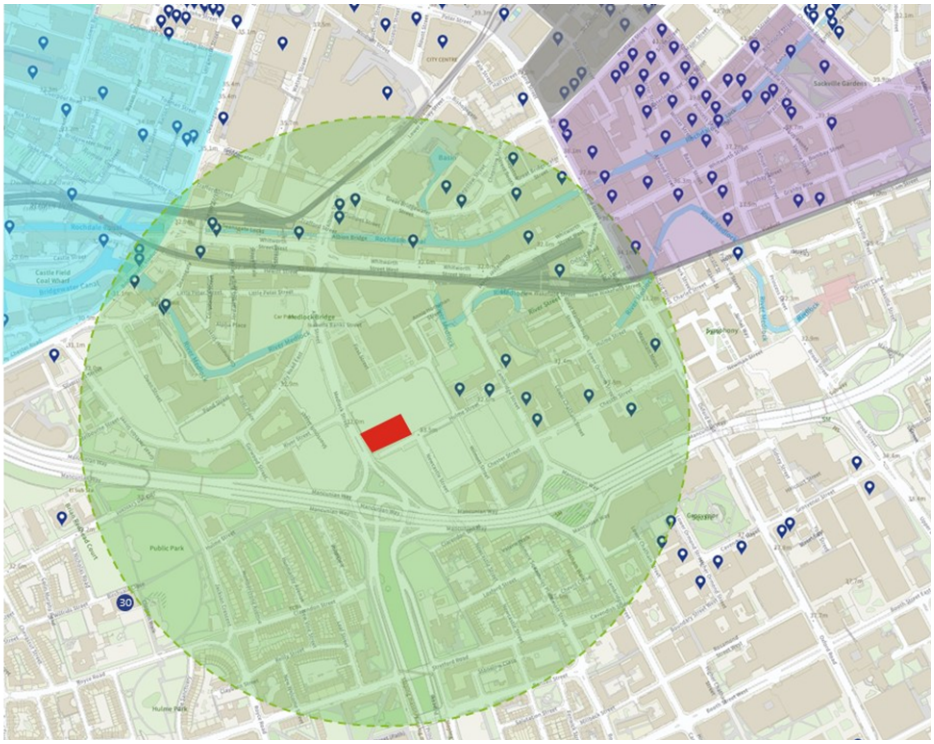


Figure 3: Listed Buildings within a 500m radius. The Proposed Development Site is marked in red while the area of analysis is a green circle. Listed buildings are marked in blue. Whitworth Street Conservation Area is in purple and Castlefield Conservation Area is in cyan. (Historic England, 2024)

Archaeology

2.20. A Historic Environment Desk Based Assessment was carried out in 2016 by Pre-Construct Archaeology Ltd, in relation to Plots 9a and 9b. A Written Scheme of Investigation was subsequently produced and submitted to discharge Condition 3 (Ref. CDN/20/0404) attached to Ref. 125833/FO/2019).

2.21. In 2021, an amended planning application for Plot 9 was submitted (Ref. 132600/FO/2021). Condition 4 required archaeological excavation to be carried out in accordance with a WSI that was produced (by PCA) for a mitigating excavation to further explore areas of significance identified by the preceding evaluation. The mitigation areas were located across the footprint of the original Plot 9 (i.e. within both the Plot 9A and 9B areas). This condition was discharged in 2024 (Ref. CDN/23/0673), with the Decision Notice confirming:

"Parts 1 and 2 of the condition are discharged. The post excavation analysis, reporting on the results, archive deposition and a commitment to an approved scheme for dissemination through publication and a heritage display need to take place before the condition can be fully discharged (parts 3 to 5)".

2.22. With this background in mind, GMAAS has confirmed (via letter dated 20 July 2024) that*:*

"The archaeological potential and significance has been dealt with on site and there is no requirement for further on-site investigations. The outstanding work for Plot B is all post-excavation in nature and summarised in the Decision Notice wording".

Accessibility

2.23. The Sites, centrally situated in Manchester, enjoy excellent transport links. The Proposed Development Site is highly accessible by a variety of modes of transport and has a Greater Manchester Accessibility Level of 8 (the highest level of accessibility). See below for accessibility breakdown by sustainable transport modes.

Walking

2.24. An analysis of the pedestrian routes in the area has been undertaken as part of the Transport Statement, prepared by SLR in support of this application. The Statement notes that surrounding pedestrian infrastructure is conducive to pedestrian movement with all public roads providing footpaths on both

sides of the carriageway and being well-lit. Given the City Centre location of the proposals, pedestrian accessibility to the surrounding area is excellent.

Cycling

2.25. The Proposed Development Site is well connected to cycle infrastructure, with cycle routes on Newcastle Street, Cambridge Street, and the newly improved roundabout on Medlock Street. The nearest Cycle Hub is a 9-minute walk away at Manchester Oxford Road Station, which is operated by Northern Rail.

Bus

2.26. There are a number of high-frequency bus routes within 500m of the Proposed Development Site, including on Cambridge Street, Medlock Street, Oxford Road, and Whitworth Street West which provide excellent connectivity to most of Greater Manchester.

Metrolink

2.27. The Proposed Development Site is within a 9-minute walk from Deansgate Castlefield Metrolink stop which connects to all 7 Metrolink lines.

2.28. The Metrolink network includes the following services:

- Bury (via Manchester Victoria);
- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change at Cornbrook);
- Altrincham;
- The Trafford Centre; and
- Eccles and Media City.

2.29. The Metrolink can therefore offer excellent public transport connectivity for occupants and visitors to the Proposed Development.

Rail

2.30. The Proposed Development Site is located in close proximity to both Deansgate Railway Station (9-minute walk) and Oxford Road Station (8-minute walk). Both operate national rail services.

3. Strategic Context

This section provides an overview of the strategic context within which the Proposed Development is brought forward, with reference to the documents which capture Manchester's strategic priorities with respect to the Sites and the Proposed Development.

3.1. The City of Manchester is the acknowledged capital of the north of England and the centre point of a trans-Pennine and pan-northern economy. As a primary driver of economic and employment growth, Manchester has an important role to play in providing the infrastructure capable of providing opportunities for the wider conurbation and beyond.

3.2. As such, Manchester City Centre is a location which has an important contribution to make to the re-balancing of the national economy, and with a constrained City Centre land supply, there is a need to ensure the City Centre can provide the modern infrastructure to capture economic and employment growth.

3.3. The Sites sit within two strategic priority areas of the City Centre – within the First Street Development Framework Area and within the Oxford Road Corridor.

First Street Development Framework

3.4. The First Street Development Framework (FSDF) was originally endorsed by MCC's Executive Committee in 2005 and since updated and extended in 2012, 2015, 2018 and 2020. All iterations of the FSDF have set a vision to establish a commercially-led mixed-use neighbourhood at First Street, which is now a thriving and successful part of the City Centre A cultural hub has been formed around Tony Wilson Place with HOME and associated complementary hotel, leisure and F&B units; First Street Central is a successful office destination with a multitude of high value, national businesses, bringing jobs to the City; and works are underway to deliver innovative high density co-living accommodation at First Street South.

3.5. The FSDF sets out a clear vision for the future enhancement and regeneration of this part of the City Centre through the identification of opportunity sites that will catalyse further investment and drive positive change. In particular, the development that will take place within the framework will help to create a commercially-led mixed use neighbourhood in this strategic location.

3.6. First Street is located in a strategic location within a key part of the City Centre known as the 'Southern Arc'. This area benefits from being in close proximity to the heart of the City Centre but is also well served by public transportation including Manchester's Oxford Road and Piccadilly Stations and the Metrolink. Manchester Oxford Road is a key transport corridor providing direct access to university's main campuses. First Street site at a node, in the City Centre, being adjacent to the Civic Quarter and the growing Great Jackson Street area, as well as sitting within the Oxford Road Corridor.

3.7. As detailed in the previous section, Plot 9b is now one of the last development plots within the FSDF area that is not either developed, under construction, or subject to a live planning permission. Delivery of the PBSA proposed accelerate completion of the public realm and placemaking at the southern gateway to the area and the city centre, facilitating future delivery of the remaining commercial plots.

Oxford Road Corridor – Corridor Manchester Strategic Spatial Framework (2018 and 2019)

3.8. The Oxford Road Corridor is Manchester's innovation district and a destination with a unique concentration of knowledge business and cultural assets. The Oxford Road Corridor Strategic Spatial Framework was produced in March 2018 on behalf of the Oxford Road Corridor Partnership to accompany the Corridor Strategic Vision 2025. Committed and planned investment in the Oxford Road Corridor between 2015 and 2025 is estimated at £2.6 billion to foster research, innovation, commercialisation, skills and academic excellence. The Spatial Framework identifies potential clusters of activity, including Professional Services consisting of principally new Grade A office space at the north end of Oxford Road, a mixed-use development zone to the south of Oxford Road Station, creative and

cultural focus anchored by HOME at First Street, and educational centres based around University of Manchester (UoM) and Manchester Metropolitan University (MMU) campuses.

3.9. In reference to the latter, Oxford Road Corridor is the focus of higher education within Manchester City Centre. The Framework acknowledges that the development of the Corridor is critical to the success of the major institutions, as it helps attract students and a highly skilled workforce. The 2019 iteration acknowledges that there has been a major change in the student housing market. Changing attitudes have resulted in an expectation of higher quality student accommodation. To meet this demand, universities have invested in new stock, while new PBSA has been developed by national and regional developer/operators. The strategic visions of UoM, MMU and RNCM within the Oxford Road Corridor have been set out in more detail in Section 4, in relation to PBSA need.

3.10. MCC have acknowledged the need for PBSA through two Reports for Resolution to its Executive Committee, highlighting that the Oxford Road Corridor is suitably located for new PBSA schemes. This is discussed in detail in Section 4.

Our Manchester Strategy – Forward to 2025 (2022)

3.11. Our Manchester Strategy defines the City's vision to be in the top-flight of world cities by 2025, when the City will:

- Have a competitive, dynamic, sustainable and fair economy that draws on its distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas.
- Possess highly skilled, enterprising and industrious people.
- Be connected, internationally and within the UK.
- Play its full part in limiting the impacts of climate change.
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well.
- Be clean, attractive, culturally rich, outward-looking and welcoming.

3.12. To deliver on that vision, Our Manchester Strategy defines five priorities to create:

1. A **thriving and sustainable city** that maintains Manchester vibrancy and includes all communities in the life of the city; and has a strong, inclusive and innovative economy with diverse growth sectors.
2. A **highly skilled city** that gives Manchester's young people access to good-quality education and supports all residents to learn, progress, upskill and retrain so they can access the City's current and future employment opportunities.
3. A **progressive and equitable city** that is truly equal and inclusive, where everyone can thrive, with improved physical and mental-health outcomes and good access to integrated health and care services.
4. A **liveable and zero-carbon city** with sustainable, safe resilient and cohesive neighbourhoods, more affordable housing, good quality green spaces, and accessible culture and sports facilities. Green growth, sustainable design, low-carbon energy, retrofitting buildings, green infrastructure, and climate resilience will help the City achieve its zero-carbon ambitions by 2038.
5. A **connected city** will enable increased walking and cycling supported by an integrated, accessible, safe and green public transport system. Digital inclusivity will be delivered through better digital infrastructure, access to technology and skills.

Investing in Success – an Economic Strategy for Manchester (2023)

3.13. Manchester's Economic Strategy seeks to make the City's economy function as a net-contributor to UK GDP and provide the best possible opportunities for its residents. To achieve this, the Strategy aims to create an economy that:

- Is thriving and performing as well as the best international comparators.
- Creates great opportunities and increases social mobility for residents.
- Attracts the best of global business and talent.

- Is resilient to future shocks and a changing climate and capitalises on the opportunities created by the transition to zero-carbon.

3.14. With respect to housing, the Strategy says:

"Housing stands as a pivotal enabler of growth, playing a crucial role in Manchester's journey towards overall prosperity. As well as being a structural necessity, it is also a dynamic component that influences the city's ability to attract and retain people, fostering diverse and vibrant communities. A well-balanced housing market, characterised by affordability and availability, acts as a catalyst for economic activity. It fosters an environment conducive to investment and innovation, and supports the city's ambition to create sustainable living environments that are well-connected to employment hubs, complemented by essential amenities and services." (page 31)

3.15. The Strategy also recognises the importance of density to the City's continued economic success and the potential for this to be further increased within the City Centre:

"The density of spaces significantly impacts the city's productivity. Manchester city centre is an exemplar of high-value activity, where tradeable services – particularly in finance and other knowledge-intensive sectors – are clustering. However, the current economic scale of the city centre is not proportionate to its potential; it only accounts for 13% of total employment in the city region (when using the Centre for Cities definition of a 0.8-mile radius), a figure considerably lower than what is observed in more affluent cities such as London, where the city centre accounts for 34% of employment.

"Residential density is equally crucial, providing the workforce necessary for the city's economic activities. Manchester needs to ensure that residential developments are well integrated with commercial spaces, allowing easy access to workplaces and reducing commute times. This integration of residential and commercial spaces is not just about building more homes; it is also about creating a harmonious urban environment that supports the economic aspirations of the city while providing green spaces accessible to the dense urban population." (page 41)

Manchester Climate Change Framework 2020-25 (2022)

3.16. The Framework sets the vision that by 2025 Manchester will be playing its full part in limiting the impacts of climate change, with everyone who lives, works and studies here benefiting from the health, wellbeing and economic benefits that will come as a result.

3.17. The Framework sets four core objectives to achieve this: staying within its carbon budgets; climate adaption and resilience; health and wellbeing; and inclusive, zero carbon and climate resilient economy.

Manchester City Centre Transport Strategy 2040 (2021)

3.18. The Strategy supports the City's ambition to grow and become carbon neutral by 2038, whilst ensuring that it is well-connected to the wider area that it serves. The central aim of the Strategy – for 90% of all morning peak trips to the City Centre to be made by sustainable travel before 2040 – is critical to the successful and sustainable growth of the City.

Biodiversity Strategy and Action Plan 2022-30 – the City of Manchester's Nature Recovery (2022)

3.19. The Strategy seeks to champion the role that nature plays in addressing many of the challenges which wildlife and residents face, including climate change, poor health and wellbeing, pandemics and air quality. The Plan seeks to protect and recover habitats throughout the City, increase the understanding, connection and love for nature, and encourage everyone to recognise their role in Manchester's nature recovery.

Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25 (2015)

3.20. The Strategy recognises that parks, river valleys, gardens, street trees, green roofs and canals are an essential part of creating a successful, liveable city. The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment.

4. PBSA Need

Building upon the Site' strategic context, this Section specifically focuses on the identified need for additional PBSA accommodation in this location.

Vision for Higher Education in Manchester City Centre

4.1. The Oxford Road Corridor is the focus of higher education within Manchester City Centre, including the UoM, MMU and Royal Northern College of Music ('RNCM'). The Proposed Development Site is approximately 10 minutes' walk from all of these higher education institutions.

4.2. Given the City Centre location of the Proposed Development Site it is considered that the Proposed Development is most likely to cater to these three institutions. The University of Bolton and University of Salford are discounted from further discussion within this Statement.

4.3. Manchester's centres of excellence in research and higher education have played a critical role in Manchester's economic growth. Supporting these facilities to further expand is of great importance to the future economic growth of Manchester. It is estimated that UoM and MMU's research and teaching create in excess of £5.3 billion for the UK economy, £2.1 billion for Greater Manchester and £1.2 billion for Manchester[1]. In addition, it is estimated that the universities also support a further £945 million of economic impacts including through student, staff and visitor spending[2]. The universities also provide significant 'spill-out' economic benefits, such as through supporting innovation and start-ups whereby research is turned into business growth – for example the Sustainable Materials Innovation Hub which places the use of graphene at its heart. Graduates from Manchester's universities are seen as one of the core assets underpinning a broad based, highly skilled economy and the driving force behind some of Manchester's most valuable growth sectors in advanced manufacturing, health and life sciences. Manchester's universities have a high retention rate of students, with over 50% of students staying in the City after graduating.

4.4. UoM, MMU and RNCM have all set strategic visions which set out their ambitions and guide their investment decisions over the coming years. These have been summarised below.

University of Manchester Strategy

4.5. UoM's five-year vision is to "be recognised globally for the excellence of our people, research, learning and innovation, and for the benefits we bring to society and the environment" (2020). This vision is filtered through their core themes and goals that focus on people, research, teaching and social responsibility. Building on their growth and research expertise, the university's ambition is to be world leading.

4.6. The university aims to be the chosen destination for international students and lead the world in new discoveries by resolving global challenges. To extend their global reach, they have invested in digital capabilities, new campus buildings and the quality of teaching and research. International collaboration such as joint postgraduate opportunities and interdisciplinary research will increase their recognition and help attract more students.

4.7. The ambition to be in the top 25 universities globally will in turn raise their profile and increase investment and will enable the provision of world-class facilities and attract the best students globally.

4.8. Over the last ten years, the UoM has invested heavily in their campuses. Consolidating the estate into a single campus, they have refurbished or constructed new buildings and improved the public realm. Major developments include the largest UK engineering campus that will support 8,000 interdisciplinary engineering students and staff.

Manchester Metropolitan University Strategy

4.9. The University's strategy to 2030 centres around ambition, community, place, partnership and sustainability. Their core goals to provide excellent education and research are underpinned by strategies to enable the step-change in their profile.

4.10. The University will target investment at its disciplinary strengths to develop education and research that can influence policy; be widely recognised; and push their core industries of Business and Law, Arts and Humanities, Science and Engineering, Health and Education forward. Through partnerships with business and government leaders regionally and nationally, MMU aim to produce highly skilled students and drive research investment opportunities.

4.11. Building their reputation internationally, MMU targets a 50% increase in the number of international students by 2026. They seek to achieve this by internationalising the curriculum, providing a supportive environment for international students on campus and establishing partnerships.

4.12. Prioritising the recruitment of students from a diverse range of backgrounds, they aim to double the degree apprenticeship and postgraduate taught population over the next 5 years. Committing to on-campus education, Manchester Metropolitan University is investing in new facilities, refurbishments and green spaces on their campus. They are pursuing a portfolio of projects, including new developments and facilities, refurbishment, conservation of heritage assets, the public realm, and green spaces, enabling a safe, accessible and connected civic campus.

4.13. Furthermore, MMU will harness technology to support their education and research priorities by investing in energy and infrastructure networks allowing the University to increase their operational efficiency and meet their sustainability goals.

4.14. The University will invest in their residential accommodation to support the influx of new students, with their key aims being to provide accommodation close to campus that will support the needs of a diverse range of students.

Royal Northern College of Music Strategy

4.15. The RNCM is one of the world's leading conservatoire and performance venues. Their ambition is to influence the progression of music through the advancement of their research and network of industry links.

4.16. The conservatoire aims to be in the top 10 ranking for music in higher education league tables by 2025. They aim to be a world-leading hub for music experimentation and build on their global impact.

4.17. Over the last ten years, several redevelopments have taken place across the campus to modernise buildings and increase teaching and performance capacity. Including major new performance and rehearsal space, the strategy has made the campus fit for the future and helps it maintain its world-leading status.

Increase in Demand for PBSA

National Context

4.18. The UK is a world leader in higher education, with 92 universities in the global 2000 list by CWUR[1]. A total of 2.94 million students were enrolled in universities and higher education institutions across the UK in 2023[2].

4.19. The UK's reputation for high standards of teaching and innovative research attracts students from across the world to study in the UK. There were 758,855 overseas students studying at UK universities in 2022-2023, of which 87.4% were non-EU undergraduate and graduate students[3]. This is almost a triple fold increase form the number of overseas students in 2017-2018 which was at 254,000.

4.20. Whilst the UK's 18-year-old population has recently declined, it is projected to increase by 24.8% over the next ten years (source: ONS). This, coupled with the growth in University enrolments, will create a larger student pool and increased demand for student accommodation. Globally, there is also estimated to be an increase in the number of young people. The number of 15-24 year olds is due to grow from 1.18 billion (2020) to 1.27 billion in 2030[4].

[1] Source: CWUR, *World University Rankings*, available at: World University Rankings 2024 | Global 2000 List | CWUR, accessed 20 September 2024

[2] Source: Statista, *Higher education in UK,* available at: Higher education in the UK - Statistics & Facts | Statista, accessed 20 September 2024

[3] Source: House of Commons Library, *International Students in UK higher education, available at:* International students in UK higher education - House of Commons Library, accessed on 20 September 2024

[4] Source: Office for National Statistics

4.21. The UK's student population has steadily risen by 45% over the last twenty years due to the increase in population, migration and a push towards more young people going to University. Since 2016/17 there has been a higher rate of increase in students due to the removal of the cap in student enrolments. The number of UK students who applied to University or college in 2024, increased by 0.7% from 2023 and is the second highest on record. The number of 18-year-old students from disadvantaged backgrounds has increased by 30% over the last ten years to 37,220, and up by 2% from 2023[5]

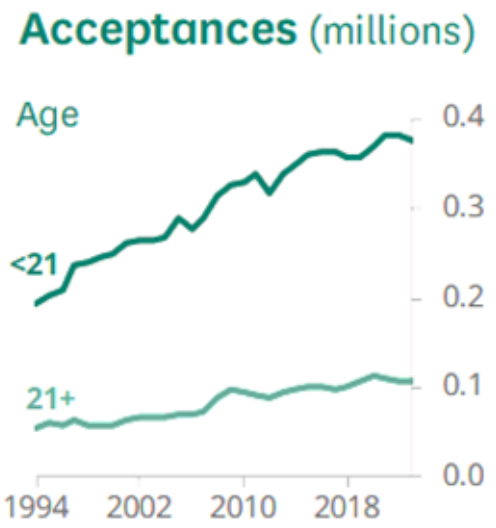


Figure 3: Overall number of University acceptances between 1994 and 2023[8]

Manchester City Centre Context

4.22. Manchester is in the top 10 cities in the UK with the largest full time student population[6]. Since 2016/17, there has been a net increase of around 23,000 students in Greater Manchester.[7]

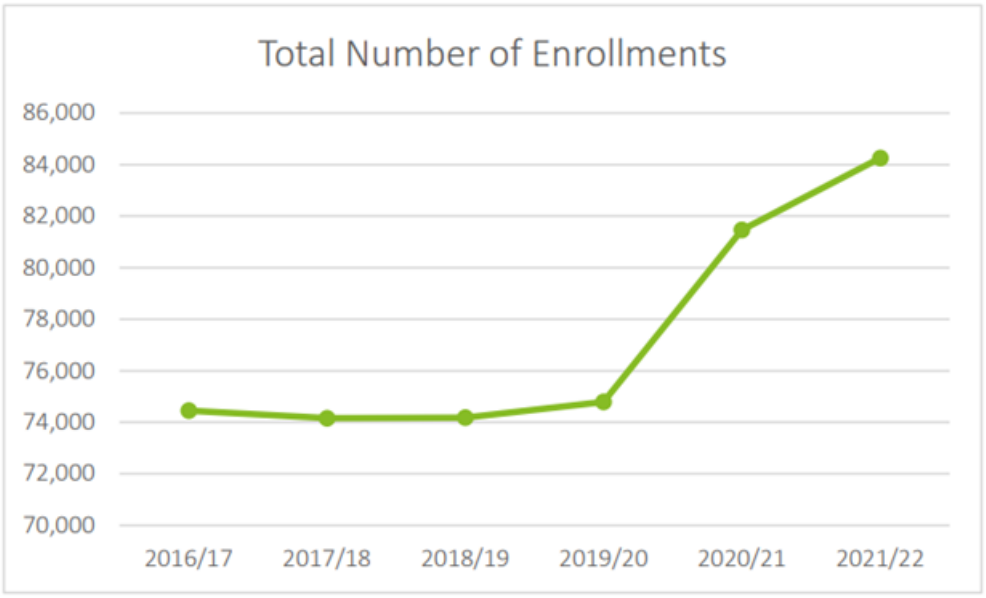


Figure 4: Total number of Enrolments at UoM, MMU and RNCM since 2016/21 (Source: HESA)

[5] Source: UCAS, *2024 sees more 18-year-olds apply for higher education*, available at: 2024 sees more 18-year-olds apply for higher education | Undergraduate | UCAS, accessed on 20 September 2024

[6] Source: Office for National Statistics, *Education, England and Wales: Census 2021*, available at: Education, England and Wales - Office for National Statistics, accessed on 20 September 2024

[7] Source: Statista, *Number of students enrolled at universities in Greater Manchester from 2016/17 to 2022/23*, available at: Manchester number of students 2023 | Statista, accessed on 20 September 2024

4.23. In the academic year 2022/2023 there were 86,845 enrolments across the three higher education providers, an increase of c.3% from the previous year[8].

Table 2: Enrolment Breakdown (Source: HESA)

UoM	40,490	40,140	40,250	40,485	44,635	46,410	46,860
MMU	33,010	33,080	33,050	33,420	35,940	36,980	39,095
RNCM	955	940	880	890	895	870	890
Total	**74,455**	**74,160**	**74,180**	**74,795**	**81,470**	**84,260**	**86,845**

4.24. Of the 86,845 students, there were 77,390 full-time student enrolments across the three universities in 2022/2023 representing 89% of total students. These full-time students are those most likely to require local accommodation during their time at University.

Table 3: Full time Enrolment (Source: HESA)

UoM	36,910	36,650	36,580	36,740	40,305	42,260	43,000
MMU	28,025	27,965	27,985	28,450	30,195	31,555	33,520
RNCM	945	930	870	875	880	850	870
Total	**65,880**	**65,545**	**65,435**	**66,065**	**71,380**	**74,665**	**77,390**

4.25. UoM had the third highest number of international students across UK universities, totalling 18,515 international students in 2023 and comprising 39.5% of its student population[9]. MMU had a total of 4,590 international students in 2023, representing 11.7% of its student population. It is also beneficial to look at the number of applications each university receives each year. This is because it highlights the demand for spaces at the university and is a good indication on potential growth for the academic year prior to full data being available[11].

4.26. On average, UoM receives over 80,000 applicants per year. The number of undergraduate applications to the UoM has increased by 44% in the five years between 2017 and 2022 with undergraduate applications from international students rising a significant 81% within the same period. The UCAS End-of-Cycle 2022 Data demonstrates that there were 92,310 applications to UoM for the 2022/23 academic year, a c.4% increase from 2021/22.

4.27. MMU has also seen an increase in applications to undergraduate courses in the five years since 2017 with a 22% increase overall and an increase of 20% with international students. The UCAS End-of-Cycle 2022 Data demonstrates that there were 65,285 applications to MMU for the 2022/23 academic year, a c. 15% increase from 2021/22.

PBSA in the Oxford Road Corridor

MCC Executive Reports

4.28. The need for new PBSA to support the growth and changing demographic of student demand since the Core Strategy was adopted has been acknowledged by MCC, in two related Reports for Resolution to its Executive Committee. These reports also establish the Council's objective to locate new PBSA within the Oxford Road Corridor in close proximity to the City's universities.

4.29. On 13 November 2019, the Executive Report on *"Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context"* (13 November 2019) was published. It sets out that there is an increasing scarcity of land within the City Centre, including within the Oxford Road Corridor. As such, there is a need for the finite amount of land to be used strategically to support the economic growth of the Corridor. The report goes on to highlight that there are an increasing number of international students who are typically choosing to live in the City Centre due to rising lifestyle

[8] Source: HESA, *Where do HE students study?*, available at: Where do HE students study? | HESA, accessed on 20 September 2024
[9] Source: HESA, *Where do HE students come from?,* available at: Where do HE students come from? | HESA, accessed on 20 September 2024

expectations, property type and management; however, there has been a limited number of PBSA schemes delivered resulting in increasing pressure on the traditional rental market, coupled at a time with an increasing number of non-student residential growth. These trends have contributed to an increase in rental levels across the City and high levels of council tax exemptions in traditional market housing stock. The Report therefore suggests that a refreshed approach to PBSA is required to ensure that the right mix of PBSA is delivered in the right parts of the City in order to cater to the demands of the evolving student population and wider economic growth of Manchester. The Report concludes that the Oxford Road Corridor is the appropriate location for such new PBSA where students have easy access to the City's University campuses.

4.30. The conclusions and recommendations of the November 2019 Report were subsequently reiterated within the Executive Report *"Purpose Student Accommodation in Manchester"* (dated 9 December 2020). In responding to consultation comments received in relation to the November report, Officers noted that there is a need to provide balanced neighbourhoods that respond to all forms of housing need, including PBSA located in the Oxford Road Corridor, in proximity of the universities.

4.31. This need for well-located PBSA has been further established by the Economic Scrutiny Committee, which met on the 23 May 2023 to discuss issues that have arisen since the December 2020 Report; and agree a pipeline of schemes to address the projected shortfall of accommodation up to 2030.

Appeal Decisions

4.32. This need for well-located PBSA has been further established by two appeal decisions determined within the local authority area in 2022:

- Appeal Reference APP/4215/W/21/3287525 (17 May 2022) – Land at Deansgate South, Manchester M3 4LB - The Inspector concluded that *"There is an accepted quantitative need for the proposed PBSA scheme and it is not certain that there are enough schemes in the pipeline to meet PBSA demand over the next few years…The same observation can be made about the qualitative need for the proposed PBSA scheme. It is undisputed that student numbers at UM and MMU will increase over the next decade and it is also undisputed that the percentage of international students, particularly those from the Far East, will increase at a greater rate. Such students are not generally attracted to living in shared houses and are willing to pay more for PBSA."*

- Appeal Reference APP/B41215/W/21/3286831 (12 July 2022) – Oakley, 188 Wilmslow Road, Manchester M14 6LJ – The Statement of Common Ground between the Appellant and the Council acknowledged that there is a need for new high-quality PBSA, with the dispute being the location of that demand, which the Inspector notes at paragraph 24, *"The Council consider that need is to be accommodated in the City Centre and the Oxford Road corridor due to the pipeline of such development in those areas and student preference, especially from international students."*

The Combined First Street Opportunity

4.33. As set out above, Manchester is experiencing a surge in demand for PBSA. First Street is strategically positioned to address this need. Its location within the Oxford Road Corridor, near University campuses, aligns perfectly with MCC's vision for PBSA concentration, effectively targeting the City Centre's unmet demand.

4.34. Furthermore, the Proposed Development aligns with First Street's regeneration goals. By introducing PBSA, the project contributes to a vibrant, mixed-use neighbourhood, complementing the existing range of uses and enhancing the overall vitality of First Street.

5. Proposed Development

This section summarises the key elements of the Proposed Development Site and the Construction Compound Site and should be read in conjunction with the submitted application drawings and Design and Access Statement.

Description of Development

5.1. The description of the Proposed Development is as follows:

"Erection of a purpose-built student accommodation (PBSA) building (Sui Generis), alongside ancillary amenity space, landscaping, secure cycle parking and other associated works; and use of land east of River Street as a construction compound"

The Proposed Development Site

Use and Amount

5.2. The Proposed Development Site at Plot 9b comprises the construction of a G+33-storey building comprising PBSA accommodation (Sui Generis), to provide 861 units, alongside ancillary uses and associated facilities.

5.3. Table 4 sets out the proposed quantum of development.

Table 4: Development Quantum

Parameters for development	
Site area	0.25 ha
Gross Floorspace	26,858 sq.m.
Units	*861 studios (Use Class Sui Generis).* *Including:* • *5% (43 no. bed spaces) accessible bedspaces, including:* o *2 no. 'Fully Fitted Wheelchair Accessible' studios (M4)3)) at Practical Completion with all necessary handrails, pull cords and alarms.* o *2 no. rooms will be 'Future Wheelchair Accessible' studio (M4(2)), sized with a larger bathroom to accommodate a wheelchair and power connections for the future addition of equipment.* o *The remainder will be 'Future Wheelchair Convertible (M4(2))'- large enough in footprint that they can be retrospectively converted to a 'Fully Fitted Wheelchair Accessible' studio, if and when the need arises.*
Maximum Height	*Ground + 33 storeys (+131.950m AOD)*
Cycle Parking	146 (17% cycle spaces)
Car Parking	0%
External Amenity Space	c. 800 sq.m.

Site Layout

Street Level

5.4. The Plot 9b building footprint is defined to ensure there is sufficient separation distances between the Plot 10a office building to the east and Medlock Street to the west.

5.5. The main entrance to the development is off Newcastle Street.

5.6. Hulme Street to the south of the Proposed Development Site is to be used for servicing, with an internal site road to service Plot 9A and 9B that runs parallel to Medlock Street. The Street will also have short stay visitor bays for deliveries and drop offs. The north and east elevations of the building will feature fire exits with interfacing walkways. As the internal building level varies from the external levels, interfacing walkways and ramps are proposed with balustrade guarding.

Lower Amenity Levels and Typical Upper Floors

5.7. Student residential accommodation is proposed throughout the upper floors with an offering of communal amenities at ground floor and first floor.

5.8. A manned reception is located at the main entrance on the ground floor, controlling the student residence access point with a secure parcel store and drop point behind it. The plant rooms are located towards the north, the refuse areas towards the east and the substation towards the north east on the ground floor. A gym for resident use is located at the eastern end of the ground floor, with study spaces at the centre of the floor. This also includes a social hub and kitchen for the use of residents. Cycle storage is also available in the west end of the ground floor.

5.9. The internal upper floors consist entirely of residential accommodation arranged in studios. The residential accommodation is accessed via corridors located centrally along the axis of the building. While the first floor includes residential accommodation, it also accommodates amenity spaces such as a quiet study space, three group study spaces and two private dining rooms.

Services

5.10. The service cores are split evenly across the building, with two lifts and a stair core on both east and west wings of the building, rising from ground to roof. The cores contain the majority of the building's services risers, firefighting shafts and vertical circulation.

5.11. The back of house and service areas are predominantly located to the north elevations, which offer access for maintenance and servicing. Roof plant has been located towards the northeast of the building. This ensures that more active frontages can be provided to the east and west (along Newcastle Street and Hulme Street).

Scale and Massing

5.12. The overarching design approach has been to create a highly responsive built form that completes the urban block and addresses the Proposed Development Site's prominent location. The building is elegantly proportioned with a strong architectural hierarchy.

5.13. The development comprises of a tower element (fronting onto Hulme Street) and two smaller *"shoulder elements"* fronting onto Medlock Street to the west and Newcastle Street to the east.

5.14. Due to the prominent gateway location of the Proposed Development Site, the building serves as a cornerstone between the street and city scales. The massing of the tower and two shoulder blocks address this transition between scales and require two distinct approaches to their architectural language. The shoulder elements have been stepped down to closely match the height of Plot 9a. The tower element along Hulme Street has been and stepped up towards Plot 11 and provide a prominent and articulated building form.

5.15. The scale of Proposed Development is outlined below:

- The tower element is G+33 storeys tall (131.950m AOD)
- The lower elements are G+11 storeys tall (71.375m AOD)

Appearance and Materiality

5.16. The proposed materiality and the colour palette have been selected as so to complement the Proposed Development Site and the setting.

5.17. The tower element is expressed in an emphasised vertical arrangement of aluminium fins to suggest the prominence of the taller element, and respond to the height of the surrounding context.

5.18. The lower block facing Medlock Street, steps down to address the street scale and utilises a heavier material palette of brickwork, which allows for further depth and texture to be created within the facade.

5.19. A base and crown are highlighted to create horizontal breaks within the facade. As the building meets the ground, heavy elements are implemented to ground the building and address the streetscape.

5.20. Across the upper floors, the aluminium fins increase in density and pattern, creating a crowning feature without heaviness, maintaining the lightweight and elegant language of the tower block.

Landscaping Strategy

5.21. The landscaping strategy, designed by TPM Landscape, aligns with the established public realm materials and character defined in the adjacent First Street North development.

5.22. The concept for the Plot 9b public realm is to form a transition from First Street North to First Street South by knitting together consented developments that are under construction to create a series of connected streets and spaces.

5.23. To the east, the proposed public realm will tie into the landscape character developed for First Street North. Linear soft landscape planting beds will be incorporated into the wider public realm, where street trees and ornamental planting are located. Street trees between Plot 9a and Plot 10 will be continued adjacent to Plot 9b and will improve the attractiveness of this key north-south route and continue the green corridor. A series of architectural baffles are also proposed to help with localised wind issues. These measures will enhance the Proposed Development Site's biodiversity and create visually cohesive pedestrian-friendly areas.

5.24. The southwest corner of the Proposed Development Site will feature an evergreen hedge set within an ornamental planting. A series of plinth type planters with integrated architectural metalwork will assist with wind flow along the façade. The material palette is proposed to be silver concrete block pavers, similar to the pavers used in the north of the Proposed Development Site.

5.25. To the south, the service route between Plot 9b and Plot 9a will feature a silver-tone narrow concrete block paver, consistent with the paving design Plot 9a.

5.26. The main entrance to the student accommodation is located on the south-eastern elevation and has level access with the entrance set back from the footway.

Waste and Servicing

5.27. Residents of Plot 9b will be able to dispose their waste at the ground floor refuse drop lobby via a hatch opening which will drop the waste to the bins below, which will be in open state. The ground floor refuse lobby will be accessible by lifts.

5.28. The hatch openings would be clearly identified to allow them to separate their waste into the following waste streams:

- Pulpable Recycling (Paper/Cardboard/Tetrapak etc)
- Mixed Recycling (Glass/ Cans/ Plastics)
- Food Waste
- General Waste

5.29. In general, students will not have access to the bin store unless by exception under management guidance.

5.30. In terms of management, the on-site management team will monitor bin capacity and replace bins as they get full. The area will also be covered by CCTV.

5.31. The waste forecast for the development has been based on typical waste generation rate of 100 litres per bedspace per week.

5.32. The waste storage in the Proposed Development will be as per MMC requirements:

- 23 no. Eurobins every 2 days- 47% General Refuse (inc. Organic), 24% Paper/ Card, 24% Plastic/Metal/Glass
- 6 no. 240 l bin every 2 days – 5% Organic

5.33. In terms of collection, the management team will move the refuse bins to the collection point at the day of servicing. Staff will collect waste of residents whose disability prevents them from climbing stairs and taking the waste to the refuse area.

Parking

5.34. The development will provide 136no secure cycle parking for residents within the building as well as 10no visitor spaces externally located close to the main entrance of the scheme and within the landscaped area. This equates to a 17% provision. VITA also offer bikes free of charge for students to use on a regular basis as well as the students being able to store their own bikes within these secure areas. To use these bikes, students need to visit Reception to sign the bikes out and then return to Reception to check the bikes back in, this allows the site management team to inspect the bikes for damage or misuse to ensure.

5.35. There are no car parking spaces proposed within the development. The nearest on-street pay and display parking bays are at First Street 50m to the south of the Proposed Development Site and 80m to the northwest of the Proposed Development Site. Disabled parking bays are located at Manchester Oxford Road Station. Blue badge holders are able to park on any on-street pay and display bay across the City for free for an unlimited amount of time.

Accessibility

5.36. The design of the development has been developed with an inclusive approach to allow easy, safe and secure access to all areas of the building and surrounding landscaping. As part of the process the design team has paid due regard to Equality Act, Building Regulations and MCC's Design for Access 2.

5.37. The primary entrance to the student residence is from the south-east of the building, which is also close to the cycle spaces. The Transport Statement submitted with this application also includes an accessibility audit assessment which considers the existing highway condition, pedestrian, cycle provision, cycle infrastructure, bus, tram and taxi facilities within the near vicinity of the development with a particular focus on accessibility facilities for disabled users.

5.38. Fully accessible lifts are provided to all levels.

5.39. 43 studios have been designed and sized to be adaptable to meet user's needs in line with Equality Act. 2 rooms will be fitted from day one with all necessary handrails, pull cords and alarms within the living/kitchen and bathroom spaces meeting the requirements of the Part M4 (3) regulations for a fully fitted accessible studio. 2 rooms will be sized with a larger bathroom to accommodate a wheelchair and power connections for the future (M4 (2) regulations). The remaining accessible studios can be fitted in advance of move-in as required. This equates to 5% of the total studios proposed and is proposed based on Vita's assessment of demand for accessible units, based on their own properties. Residents typically reserve their room several months in advance, which gives the applicant enough time to make all the necessary and practicable adjustments in time.

Affordability

5.40. MMU will let a proportion of the studios at an affordable rate through a nomination agreement with the Applicant.

The Construction Compound Site

Duration

5.41. The proposed Construction Compound will be in situ throughout the construction period of the Proposed Development. As outlined within the accompanying Construction Management and Phasing Plan, this is expected to take approximately 3no. years.

Use and Amount

5.42. The proposed Construction Compound will include:

- A welfare setup made of 26 cabins. These would include a canteen, offices and toilets)
- Construction material required for the Proposed Development, potentially bricks, pre-cast elements and cladding panels.

Scale and Massing

5.43. The proposed cabins have 30m x 10m floorspace (300m^2). The setup is designed such that 3 cabins would be stacked on top of each other, amounting to a total height of 7.5m.

Parking

5.44. 10 car parking spaces are proposed on site. There is also existing car parking available off site, off Great Jackson Street on land owned by RBL. As mentioned above, there are various public car parks within the vicinity of the site.

Accessibility

5.45. The Construction Compound Site will be accessible from River Street to the west of the site and Cambridge Street to the east of the site.

6. Pre-Application Consultation

The following section summarises the pre-application consultation and engagement that has been undertaken in preparing this planning application.

Pre-Application Consultation

6.1. The planning application has been submitted following pre-application consultation with Officers at Manchester City Council, local Ward Councillors, the local community, and a wide range of statutory and non-statutory consultees. Consultation has taken place in line with Manchester City Council's Statement of Community Involvement.

6.2. Further details of the pre-application consultations and discussions, together with a summary of how comments have been considered in the design development, are contained within the supporting Statement of Consultation (SoC).

6.3. A summary of the pre-application consultation undertaken is provided below:

- Stakeholder Consultee and Key Stakeholder Engagement
    - Pre-application discussions with Senior Planning Officers at Manchester City Council, which has taken place throughout the design development process. Meetings were held on 8 May 2024, 6 June 2024, 16 July 2024, 28 August 2024 and 9 October.
    - Pre-application discussions with Senior Transport Officers at Manchester City Council and Transport for Greater Manchester. A meeting was held on 12 September 2024.
    - Greater Manchester Police (via the Design by Security team) has been consulted including a meeting on 19 September 2024, and their advice in terms of security has been addressed in the application proposals.
    - Local Ward Councillors were provided with a direct briefing of the project (on 30 September 2024) and were invited to attend the public consultation events.
- Public Consultation
    - Public engagement was carried out during July – November 2024, via two distinct stages over 3 weeks in July, and 2 weeks in November respectively.
    - Throughout the duration of the public consultation period, members of the public had access to the First Street public consultation website, which provided details of the Proposed Development Site history, context, project objectives and emerging scheme proposals. The website also provided visitors with the opportunity to provide any comments or raise questions (which were subsequently addressed by the project team during the pre-application period).
    - A press release regarding the consultation was also distributed which was picked up by numerous media outlets.
    - The following activities have been undertaken with the public, to support this overall ambition for the consultation process:
        - 5 July 2023: A total of 4,274 postcards were delivered to the local businesses and residential community (as defined by the consultation boundary area in to notify them of the public consultation and to direct them to the consultation website.
        - 23 July 2023: The public consultation website went live. The website provided details of the site history, context, project objectives and emerging scheme proposals. The website

also provided visitors with the opportunity to provide any comments or raise questions (which were subsequently addressed by the project team during the pre-application period). The consultation website remained live throughout the duration of the public consultation period.

- **23 July - 3 August:** The consultation ran for approximately 2 weeks between 23 July 2024 and 3 August 2024. Over the consultation period the website received approximately 454 unique visitors. The majority of the respondents were local residents.
- **23 July 2024:** A physical public consultation event was held on 23 July between 4 pm and 7 pm, allowing the public to discuss the proposals with the project team in-person. The event received 6 attendees.
- **8 November 2024**: New postcards were issued to explicitly inform the same 4,274 addresses that the project website had been updated to reflect amendments to the scheme, including an overall increase in height. Members of the public were invited to provide any further comments on emerging proposals, by 22 November 2024. During this time, the website received a further 54 unique visitors.

6.4. Overall, pre-application engagement has indicated general support for the delivery of new PBSA.

6.5. Technical queries, comments and issues raised during the consultation period have been addressed within the Statement of Consultation, this Statement, the Design and Access Statement, and accompanying technical documents.

6.6. Further statutory consultation will be undertaken on the proposals during the determination period and the Applicant will continue to engage with the Local Planning Authority as part of the on-going planning process.

7. Planning Assessment

The following section sets out the Development Plan and Material Considerations and assesses the Proposed Development against these.

7.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

Planning Framework

7.2. The Development Plan and Material Considerations for the Sites and Proposed Development is comprised of the following:

DEVELOPMENT PLAN			
REGIONAL	GM Places for Everyone (2024)	GM Joint Waste Development Plan (2012)	GM Joint Minerals Plan (2013)
LOCAL	Manchester Core Strategy (2012)	Manchester Proposals Map (2012)	Saved Unitary Development Plan Policies (1995)
MATERIAL CONSIDERATIONS			
NATIONAL	National Planning Policy Framework (2024)	Historic England's Guidance Note 4 Tall Buildings (2022)	
LOCAL	First Street Development Framework (2020)	MCC Executive Committee Reports on PBSA	

7.3. The Proposed Development is assessed with reference to these documents in respect to the following relevant planning considerations:

- Principle of Construction Compound
- Principle of Proposed Development
  - Overall case for development
  - Purpose Built Student Accommodation
  - Density and height
- Design and Appearance
  - Architectural quality
  - Inclusive design
  - Landscaping and public realm
  - Climate change and energy
  - Crime and security
  - Waste and Servicing
- Townscape and Heritage
  - Townscape and visual impact

    - Heritage
    - Archaeology
- Environmental Considerations
    - Traffic and transport
    - Flood Risk and Drainage
    - Ecology and biodiversity
    - Ground Conditions
    - Noise and vibration
    - Ventilation and overheating
    - Air quality
- Microclimate Considerations
    - Wind
    - Daylight and sunlight
    - Solar glare
- Other Considerations
    - Construction management
    - Operational management
    - Socio-economic effects
    - TV reception and broadband
    - Broadband Connectivity

Relevant policies and guidance:

Development Plan

- Places for Everyone Joint Development Plan (2024)
  - JPStrat2: City Centre
  - JP-S1 Sustainable Development
  - Policy JP-S4: Flood Risk and the Water Environment
  - Policy JP-S5: Clean Air
  - Policy JP-S6: Resource Efficiency
- Core Strategy Policy EC1 – Employment and Economic Growth in Manchester
- Core Strategy Policy EN 15 – Biodiversity and Geological Conservation
- Core Strategy Policy DM 1 – Development Management
- Core Strategy Policy EN 19 – Waste
- Core Strategy Policy EN 14 – Flood Risk

Material Considerations

- NPPF (2024 Update)
- First Street Development Framework (2020)
- MCC Executive Committee Reports on PBSA

Case for Development & Technical Considerations

7.4. The Site is already being used as a Construction Compound in relation to Plot 10b. This application simply seeks to extend this use, so that the Site can be used to facilitate construction activities on Plot 9b.

7.5. Core Strategy EC18 states that developments should ensure continued economic growth through employment generation opportunities in construction.

7.6. The Construction Compound is located in Medium Risk Flood Zone 2. As the site is purely a temporary compound, the sequential and exception tests are passed, and no further assessment is required.

7.7. The total calculated net habitat units change for the Construction Site along with the Proposed Development Site yield a net gain of +571.56%. The Proposed Development and associated enhancement measures will, therefore, significantly exceed the minimum requirement for 10% net gain in habitat units.

7.8. As per the current use, there are no adverse impacts on surrounding residential amenity, disposal of waste, noise and biodiversity. The Construction Compound will feature efficient functional design directly in relation to the Proposed Development Site. The proposed use for the Construction Compound fully accords with the development plan and material considerations. The use for the Construction Compound Site is temporary and will be returned to its previous state once construction of the Proposed Development is complete.

Relevant policies and guidance:

Development Plan

- Places for Everyone Joint Development Plan (2024)
  - JPStrat2: City Centre
  - JP-S1 Sustainable Development
  - Policy JP-S2: Carbon and Energy
  - Policy JP-S3: Heat and Energy Networks
  - Policy JP-S4: Flood Risk and the Water Environment
  - Policy JP-S5: Clean Air
  - Policy JP-S6: Resource Efficiency
  - JP-H1: Scale, Distribution and Phasing of New Housing Development
  - JP-H4: Density of New Housing
  - JP-P2: Heritage
- Core Strategy Policy SP1 – Spatial Principles
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC8 – Change and Renewal
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy H12 – Purpose Built Student Accommodation
- Core Strategy Policy EC3 – The Regional Centre
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage

Material Considerations

- NPPF (2024 Update)
- First Street Development Framework (2020)
- MCC Executive Committee Reports on PBSA
- Historic England Guidance Note 4 – Tall Buildings (2022)

Overall Case for Development

7.10. In accordance with the first part of S38(6) of the TCPA, the Proposed Development accords with the Development Plan as a whole. The principle of the comprehensive redevelopment of the Proposed Development Site is clearly established through regional and local planning policy, namely the policies in the Core Strategy (2012) and Places for Everyone Plan (2014). In accordance with the second part of S38(6) it is prudent to assess the Proposed Development against other material considerations, in this regard due consideration has been had to the NPPF and the Site's location within the FSDF area and Oxford Road Corridor.

7.11. At the heart of the NPPF is the presumption in favour of sustainable development (Paragraph 11) which states that development proposals that accord with an up-to-date development plan should be approved without delay.

7.12. At the Regional level, PfE enforces the ambition to bring forward urban / brownfield land for development. Policy JP-Strat2 supports the expanding role the City Centre plays in supporting high density development which will also enable people to take advantage of access to education and training.

7.13. At the local level, the Proposed Development Site falls within the City Centre and Regional Centre, in which a number of Core Strategy Policies apply. Those most relevant to the principle of the Proposed Development include:

- Policy H12 which sets out criteria for the consideration of PBSA proposals including focusing provision close to the University campuses, in the Oxford Road Corridor. High density PBSA developments are expected to be sited in locations compatible with existing developments and in close proximity to retail facilities. Further consideration of the proposals against the criteria in this policy is provided in the next sub section of this report.
- Policy CC6 directs high density development to the City Centre, whereby, scale, massing and height will significantly exceed what is appropriate elsewhere in the City.

- Policy CC10 notes that the City Centre will develop as a location which appeals to a wide range of residents.

7.14. Taking into account the above policies, The Proposed Development accords with the Development Plan when taken as a whole – further discussion in relation to density and use is included below.

Purpose Built Student Accommodation

7.15. Core Strategy Policy H12 sets out the City Council's policy on new PBSA development in the City.

7.16. Policy H12 states that, "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". It should be noted that plans for the Proposed Development have been progressed alongside ongoing discussions with MMU, who have expressed full support of the Proposed Development.

7.17. Policy H12 also states that, "the provision of new purpose built student accommodation will be supported where the development satisfies the criteria below." These criteria are reproduced and considered in turn in **Error! Reference source not found.**

Table 5: Response to Policy H12 of the Core Strategy

Policy H12 Criteria	Response
Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.	The Proposed Development Site sits in close proximity to several University campuses, including: • MMU Campus (circa 7-minute walk); and • UoM Campus (circa 10-minute walk). The Proposed Development Site is well-connected via public transport, with bus services running along Cambridge Street and Oxford Road. The Proposed Development Site is also a 7-minute walk from Deansgate Metrolink stop, which provides services across the City Centre
The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.	The Proposed Development is located within the Regional Centre and the Oxford Road Corridor. An Energy Strategy for Plot 9b has been submitted as part of this application and discussed below, alongside commentary on policies EN4, EN5 and EN6, to demonstrate compliance with this criterion.
High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.	The Proposed Development aims to make efficient use of this brownfield site. It has been carefully designed and considered in order to ensure it is compatible with existing developments and initiatives in the area, including that of the innovation district and higher-education agglomeration within the Oxford Road Corridor. The proposed height and massing have been defined to respond to surrounding buildings. The block facing Medlock Street has been stepped down to closely match with Plot 9a the massing along Hulme Street has been and stepped up towards Plot 11. The proposed massing and density are therefore compatible with surrounding developments. The Site's location within the Oxford Road Corridor places it in within easy walking distance of a variety of services and amenities including retail units, healthcare services and leisure activities. There are multiple shops located within a 5-minute walking radius including a

	'Budget Store' convenience store to the southeast and a Sainsbury to the north. Additional retail units are anticipated to be brought forward at ground floor level of the Square Gardens scheme (Plot 11, First Street). Medical facilities are also conveniently located with Manor Pharmacy and Cornbrook Medical practice located within a 10-minute walking distance; however, it is expected students will make use of the medical facilities offered to them by the universities. The Proposed Development will not give rise to an increase in on-street parking. The Applicant's experience across their portfolio is that there is very little demand for car parking, especially where sites are centrally located with amenities and the University campuses. All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the letting information and again in the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures. Sustainable and active modes of transport will be encouraged via the Applicant's engagement strategy. It is also proposed to include 146 cycle spaces (equating to 17%), further encouraging the use of bikes by students. Additionally, the nearest Cycle Hub is a 9 minute walk away at Manchester Oxford Road Station, which is operated by Northern Rail. The Proposed Development therefore satisfies this criterion.
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.	This project presents an opportunity to revitalise a longstanding vacant site, one of the last remaining undeveloped properties within the FSDF area. Its development signifies the realisation of the masterplan's vision for the area. The Proposed Development is considered to meet the strategic regeneration objectives for the area. In summary, the Proposed Development will: • Support local businesses – The influx of students will provide vital support to existing businesses, including shops, restaurants, cafes, and bars. This increased demand will also create new part-time and full-time job opportunities for local residents. The Proposed Development is expected to deliver an annual net additional expenditure of £1.57m per annum. • Support Manchester's higher education sector – In accordance with ambitions for the Oxford Road Corridor, the Proposed Development will contribute to the continued success of its higher education institutions. This, in turn, cultivates a diverse and highly skilled workforce within the City. • Deliver high-quality public realm – In accordance with priorities of the FSDF, the proposals will deliver high quality and coordinated public realm spaces. It will knit together surrounding development plots, and contribute to the delivery of a well-connected, functional and attractive public realm. • Aligning with an underlying theme of the 2020 iteration of the FSDF, it will contribute to an appropriate balance of land and building uses in First Street which will lead to an integrated neighbourhood setting, creating a strong sense of place.

	The Proposed Development therefore satisfies this criterion.
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.	Safety and security of users is central to the design of the Proposed Development. The Proposed Development Site is currently vacant and without lighting or surveillance. Extensive lighting, as well as security measures, shall be implemented throughout this development, contributing to reducing security concerns around the Site. Pre-application discussions were undertaken with Greater Manchester Police, which have fed into the production of the Crime Impact Statement. The intention is that the PBSA building would achieve Secure by Design accreditation prior to first occupation. The Proposed Development therefore satisfies this criterion
Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the Proposed Development itself or when combined with existing accommodation.	The proposed design and layout have undergone an extensive design development process, as set out in the Design and Access Statement. A full Environmental Statement has been produced that considers any potential effects to the existing neighbouring uses. This includes a robust noise assessment. The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators (where required) to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected. Furthermore, the Application is also supported by a detailed Operational Management Strategy prepared by Vita, in line with their successful management of their wider portfolio, including Vita Student First Street and the upcoming House of Social. This includes a number of measures including 24-hr on site staff presence who will manage any potential disturbances arising within the building and the surrounding area. The Proposed Development therefore satisfies this criterion
Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value	The Proposed Development Site is vacant and does not contain any heritage assets. Impact on heritage assets in the surroundings have been assessed and considered within the Heritage Statement. The Proposed Development therefore satisfies this criterion.
Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.	A Servicing and Waste Management Strategy Report has been prepared by SLR Consulting in support of this application. It has set out the likely waste generation and associated refuse storage provision. A recycling strategy is also incorporated within the strategy and sufficient servicing provision has been demonstrated. The report concluded that the refuse storage, waste management and collection proposed is appropriate for this scale of development and that waste collection can be undertaken in an efficient manner, in accordance with Policy EN 19. The Proposed Development therefore satisfies this criterion.
Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a	The Application is submitted with the support of MMU, who will be issuing a letter of support in relation to the application. The University sets out that there is a shortfall of bedspaces, and that First Street is

formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.	ideally located to meet this need. MMU also go on to recognise that Vita has an excellent approach to student wellbeing and pastoral care. As the Applicant will be entering into a formal agreement with MMU, we are not required to demonstrate need under Policy H12. However, for completeness, we have included an assessment of need within Section 4 of this Planning Statement. This criterion is therefore satisfied.
Applicants/developers must demonstrate to the Council that their proposals for purpose-built student accommodation are deliverable.	The Applicant has a strong track record of delivery, including in Manchester which schemes at Circle Square, St. John's, Port Street, and Plot 10b First Street either under construction or complete and operating successfully. They are fully committed to bringing forward the Proposed Development Site with a target opening year of the 2028/2029 academic year.

7.18. The proposed PBSA use is therefore considered to meet the requirements of Policy H12.

7.19. Regard has also been given to the MCC Executive Report 'Consideration of Policy H12: Purpose Built Student Accommodation Within the Changing Market Context' (November 2019) and subsequent December 2020 Report that establishes this paper as a material consideration in the determination of planning applications. These have been summarised below:

Table 6: Response to MCC Executive Report

Criteria	Response
Supports the longer-term regeneration and growth objectives of MCC and its partners.	As set out above, the Proposed Development supports MCC's regeneration and growth objectives.
Facilitates the delivery of relevant regeneration frameworks and ensures the right balance of residential uses alongside commercial and educational growth.	The Proposed Development Site will contribute to the ongoing evolution of First Street and Oxford Road Corridor. The PBSA use will complement the commercial heart of First Street and contribute to diverse residential uses within the Corridor.
Creates a new and diverse PBSA pipeline in the right places, close to University facilities, in the broad Oxford Road Corridor area. In addition, appropriate density of student accommodation will be essential to deliver the level of new high-quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider City Centre.	The Proposed Development Site is located in the Oxford Road Corridor and is within close proximity to higher education facilities, as well as broader amenity offers of both the Corridor and the City Centre. The Proposed Development aims to make efficient use of the brownfield land and has been carefully designed to make a notable contribution in addressing the shortfall of PBSA.
Creates a PBSA pipeline that includes an affordable element accessible to less affluent undergraduate occupiers and provides facilities that contribute to high levels of student well-being and pastoral care.	The Proposed Development will incorporate affordable bedspaces through a nomination agreement between the Applicant and MMU.
Improves the overall quality of PBSA and increases the well managed entry	Plot 9b will provide a well designed and high quality PBSA product which be well managed by Vita. The Proposed Development will

level PBSA market in order to both improve the student experience and reduce demand in the mainstream lettings market.	therefore contribute to the identified shortage of high-quality PBSA and reduce demand on mainstream lettings.
Improve the management of neighbourhoods. PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management.	Vita are a highly experienced PBSA operator with a number of highly successful schemes across the UK. In Manchester, Vita have delivered and currently operate student accommodation at Rosenthal Street within First Street, which was one of the first buildings to be brought forward as part of the masterplan, acting a catalyst for further regeneration. Vita Student marries world class amenities such as co-study suites and gyms with outstanding resident focussed services supporting wellbeing, community, and future careers.
Contributes to net zero carbon objectives.	The energy strategy proposed for the Proposed Development uses a combination of ASHP's, electric panel heaters and photovoltaics. These are highly efficient systems that utilise grid electricity to provide space heating. The use of heat pumps will ensure that fossil fuels converted and distributed through the National Grid as electrical energy will be consumed cleanly and efficiently. This will support the schemes move towards operational net zero carbon

7.20. In addition to complying with Policy H12, the Proposed Development directly responds to the regeneration ambitions for the area, as set out within the FSDF.

7.21. While the FSDF envisages commercial development for Plot 9b, the proposed PBSA development will instead contribute to the diversification of uses across First Street; allowing the area to remain competitive as an office destination and helping to deliver broader aspirations set out in the FSDF.

7.22. The Proposed Development will deliver on key principles (including delivering high-quality public realm, enhancing the pedestrian environment; and delivering exemplar urban design and architecture). This is to be a dynamic mixed-use area that stitches together Manchester's civic core with the educational and commercial uses in the Corridor, and capitalising on the large public investment in the First Street area to date. Specifically:

- The introduction of additional PBSA will contribute to the diversity of uses at First Street, and will increase footfall and activity, which in turn will help to support local businesses and amenities and will make First Street a more attractive place to work.
- The public realm will contribute to increasing green and blue infrastructure in the City Centre, providing an additional +571.56 % net gain of the site's existing biodiversity.
- Provide a broader housing offer which takes into account the housing needs of Manchester, specifically addressing the identified shortfall in PBSA to help relieve pressure on mainstream private rented sector accommodation, to ensure it remains an attractive place to live and work.

Density and Height

7.23. The Proposed Development complies with Development Plan Policies that relate to density and tall buildings, namely Core Strategy Policies CC6, CC7 and EC3 all of which seek to locate high-density within the City Centre, where scale and massing of developments would exceed what is appropriate elsewhere. Policy EN2 states that tall buildings should be located outside of Conservation Areas in close proximity to transport hubs; the Proposed Development clearly meets this locational criterion. Policy EN2 also sets criteria for tall buildings, against which the proposals are considered in Section 7. The suitability of the Proposed Development Site for a tall building is discussed in greater detail with respect to townscape and heritage considerations below.

7.24. 1The approved co-living development on Plot 11 will deliver a 45-storey tower directly south of the Site. To the north, Plot 9a will deliver a 10 storey office building and Plot 10a is approved for a 13 storey office building. The Proposed Development seeks to deliver a G+33-storey building which will act as a transition between both heights.

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy CC10 – A Place for Everyone
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage

Material Considerations

- Manchester Guide to Development SPD
- First Street SDF – First Street Central
- NPPF Chapter 11 – Making effective use of land
- NPPF Chapter 12 – Achieving well-designed places

Architectural Quality

7.25. Core Strategy Policy EN1 Design Principles and Strategic Character Areas states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the Proposed Development is located.

7.26. Core Strategy Policy DM1 Development Management states that development should have regard to appropriate siting, layout, scale, form, massing, materials and detailing as well as the impact on the surrounding areas in terms of the design, scale and appearance.

7.27. The NPPF advises that good design is a key aspect of sustainable development. At Paragraph 135 it is advised that planning policies and decisions should ensure that developments:

- Will function well and add to the overall quality of the area, over the lifetime of the development;
- Are visually attractive;
- Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;
- 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;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and,
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users' and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.28. In addition, Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015) provides design guidance for developers.

7.29. The Proposed Development has been developed by Tim Groom Architects. Through design development, the design and appearance have been tested and refined so that the building maximises the development potential of the Proposed Development Site and provides a high-quality addition to Manchester's built environment. As a result, the architecture of the Proposed Development is of the highest quality in both an aesthetic context and in a functional capacity. It will contribute to the emerging high-quality architecture at First Street and the 'family' of buildings in First Street including Plot 9a, Plot 10b and Plot 11 (under construction) and the approved development at Plot 10a. Overall, the Proposed Development will be the last plot within First Street Central to be brought forward, and will help to knit together First Street as a destination characterised by high-quality architecture and a distinct sense of place.

7.30. Tim Groom Architects' emerging design for the building draws from the surrounding architectural context. The Proposed Development will be elegantly proportioned with a strong hierarchy and active frontage along Hulme Street, Medlock Street and First Street. It will feature a refined palette of materiality that compliments the emerging First Street architecture and a high quality, durable and sustainable scheme that will stand the test of time.

7.31. As part of the process of formulating the proposals, the building's impact on key views has been carefully considered through a Townscape and Visual Impact Assessment, included in Chapter 6 of the Environmental Statement and a standalone Heritage Assessment. These conclude that there are no predicted significant adverse townscape, heritage or visual effects as a result of the Proposed Development.

Inclusive Design

Relevant policies and guidance:

Development Plan

- Core Strategy Policy CC10 – Places for Everyone
- Places for Everyone- Policy JP-H3: Type, Size and Design of New Housing

Material Considerations

- Design for Access 2
- Manchester Guide to Development SPD
- NPPF Chapter 12 – Achieving well-designed places

7.32. Core Strategy Policy CC10 promotes high standards of accessibility to buildings and across spaces in the City Centre.

7.33. Places for Everyone Policy JP-H3 includes all new dwellings must be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

7.34. The Design for Access 2 manual provides a practical and clear set of best practice standards supporting equal access to facilities in building and measures that should be incorporated into schemes to increase their accessibility.

7.35. To comply with the above, an Access Statement is provided within the Design and Access Statement which accompanies this application, prepared by Tim Groom Architects. In summary, the building is designed to be inclusive in terms of access, with the entrance having level access, set back from the footway. The design of the ground floor has been developed to provide a simple and clear layout which is easy to use. The proposed accommodation is designed to the highest quality and will be easy to navigate and accessible by users with mobility, hearing and visual impairments.

7.36. The proposals have considered the existing topography and aim to effectively integrate the scheme into the existing landform without significant changes to the current levels. A level approach is proposed to the entire envelope of the building. Accessibility has been a key consideration in creating welcoming and easy to navigate routes. Design for Access 2 has been utilised with furniture items located 450mm back from the front of the kerb face. The use of colour and plan form variances help visual impaired people navigate between the footways and roadways.

7.37. 43 studios have been designed and sized to be adaptable to meet user's needs in line with Equality Act. 2 rooms will be fitted from day one with all necessary handrails, pull cords and alarms etc within the living/kitchen and bathroom spaces meeting the requirements of the Part M4 (3) regulations for a fully fitted accessible studio, 2 rooms will be sized with a larger bathroom to accommodate a wheelchair and power connections for the future and the remaining accessible studios can be fitted in advance of move-in as required (as per M4(2) requirements).

7.38. No car parking is proposed as part of the development; however, the nearby First Street Q-park provides 28 spaces for disabled people, and there are 3 on-street parking bays where disabled drivers can park without payment or limit, located on the northern side of River Street between Medlock Street and James Grigor Square. Additionally blue badge holders can park anywhere in Manchester.

Landscaping and Public Realm

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN11 – Quantity of open space, sport and recreation

Material Considerations

- Manchester Guide to Development SPD
- NPPF Section 12 - Achieving well-designed places.
- NPPF Section 8 – Promoting healthy and safe communities.

7.39. Core Strategy Policy EN11 states that the Council will seek provision of new open space where significant levels of development are proposed. It also suggests that new open spaces should be interconnected to allow for better links for differently abled, pedestrian and cyclists to cross between sites and enhance biodiversity.

7.40. Paragraph 136 of the NPPF outlines the contribution made by trees to the character and quality of urban environments, as well mitigating the impacts of climate change. Decisions should ensure new streets are tree lined and appropriate measures be taken to secure the long-term maintenance of newly planted trees.

7.41. To comply with the above, TPM have prepared a Landscaping Strategy to support this application.

7.42. The Proposed Development forms a transition from First Street North to First Street South at the centre of the masterplan. The delivery of the Plot 9B public realm works will knit together surrounding schemes, and create a series of connected streets and spaces. The public realm has been designed to provide a continuation of the existing First Street masterplan public realm, extending First Street itself and improving the environment along Hulme Street.

7.43. The public realm improvements for Plot 9b include linear soft landscape planting beds, street trees, and ornamental planting, all of which will help to enhance the sites biodiversity and create visually cohesive pedestrian-friendly areas.

7.44. A series of architectural baffles are proposed to help with localised wind issues. The planting area at the southwest corner of the Proposed Development Site will include an evergreen hedge set within an ornamental planting. A series of plinth type planters with integrated architectural metalwork will assist with wind flow along the façade. The service route between Plot 9a and Plot 9b will use a silver-tone narrow concrete block paver, consistent with the Plot 9a design. Soft landscape planting and formal raised granite kerbs with evergreen hedges will soften the western part of the Proposed Development. Further details regarding the proposed landscaping strategy will be provided via the discharge of condition process.

Climate Change and Energy

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Core Strategy Policy EN8 – Adaption to Climate Change
- Core Strategy Policy EN9 – Green Infrastructure
- Places for Everyone JP-S1 – Sustainable Development
- Places for Everyone JP-S2 – Carbon and Energy

Material Considerations

- NPPF Paragraph 125 (2023)

7.45. The proposed development will incorporate a fabric first approach using passive energy techniques available in the construction industry to reduce its ongoing requirement to consume energy to heat, ventilate, and light the building. This is achieved by improved highly efficient fabric design which exceeds the thermal properties set out within the Building Regulations Part L 2021.

7.46. The proposed development will incorporate energy efficiency measures in its building services to reduce the carbon footprint of the site below the passive improvement stage, using highly efficient heat generation plant, heat recovery systems and energy efficient and highly controllable lighting .

7.47. Element have undertaken an Embodied Carbon Assessment for the Proposed Development. The modelling results are based on Stage 2 design information and assumed material quantities where necessary to provide a best estimate of the scheme's impact at this stage.

7.48. Mitigation for reducing the embodied carbon emissions have already been incorporated into the design of the Proposed Development. This includes basing the design on the principles of adopting the most efficient structural design with minimal material usage as this typically results in the most cost effective and lowest embodied carbon solution.

Relevant policies and guidance:

Development Plan

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy H12 – Purpose Built Student Accommodation

7.49. Core Strategy Policy DM1 Development Management outlines that all development should have regard to the specific issues including community safety and crime prevention.

7.50. The Proposed Development has been designed in consultation with Greater Manchester Police which has had a direct impact on the security measures proposed.

7.51. The report recommends that the fence line that covers the cycle storage entrances are made of material that allows clear vision of the other side. The entrance to the cycle storage should be illuminated to a high standard and covered by monitored CCTV. The report also recommends access control systems at the main entrance. The Proposed Development will comply with these measures. Further information will be submitted via the discharge of condition process.

7.52. The Proposed Development complies with recommendations made in the report including restricting access to the first-floor residential corridors to residents only.

Waste and Servicing

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN19 – Waste
- Core Strategy Policy H12 – Purpose Built Student Accommodation

Material Considerations

- Waste and Storage Collection Guidance Note (GD04)

7.53. MCC has published a Waste Storage and Collection Guidance Note (GD04) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

7.54. The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

- An estimated storage area for the waste produced by the development, including residential, F&B and retail uses;
- Details of internal and external stores for both waste and recycling; and
- Location of the proposed collection point and details of the route the collection will take.

7.55. Core Strategy Policy EN19 'Waste' requires all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. A Site Waste Management and Servicing Strategy has been prepared by SLR and is included within the Design and Access Statement.

7.56. To comply with the above, SLR has prepared a Waste and Servicing Strategy in support of this application. A Waste Proforma has been submitted with the application to comply with MCC guidance GD04.

7.57. Waste will be segregated into four waste recycling streams and residents will dispose their refuse through the refuse lobby, accessible by lift. The refuse will be stored at ground floor level.

7.58. 86,000 litres of waste are forecasted to be generated per week and therefore a total of 23no. euro bins and 6 no. 240 litre bins every two weeks are proposed. The waste strategy also includes a bin store layout and details on waste collection.

Townscape, Visual Impact, and Heritage

Townscape and Visual Impact

Relevant policies and guidance:

Development Plan

- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN2 – Tall Buildings
- Core Strategy Policy EN3 – Heritage
- Saved UDP Policy DC18.1 – Conservation Areas

Material Considerations

- NPPF (2024)
- NPPG

7.59. Section 12 of the NPPF advises that developments should add to the overall quality of the area and be visually attractive due to good architecture, layout and effective landscaping.

7.60. Policy CC9 of the Core Strategy requires new buildings to be of the highest standard in terms of appearance and function. The design approach should give particular attention should also be given to the City Centre context and character.

7.61. To comply with the above, a Townscape and Visual Impact Assessment (TVIA), assessing the impact of the Proposed Development has been undertaken by TPM and is included within the Environmental Statement.

Townscape

7.62. The Townscape Assessment considers the impact of the Proposed Development across the following criteria: townscape character of the City Centre, Central Arc, Oxford Road Corridor, First Street Masterplan area, Whitworth Street Conservation Area, Castlefield Conservation Area; urban grain; land use; building heights; building heights; and public realm and open space.

7.63. During the construction phase, post mitigation impacts range from negligible temporary (City Centre, Central Arc, urban grain, land use, connections and open space), slight adverse temporary (First Street area, building heights and heritage townscapes).

7.64. In the operational phase, once the Proposed Development is completed, the assessment concludes that it would have slight beneficial impact on City Centre, Central Arc, Oxford Road corridor, urban grain, land use criteria; slight-moderate beneficial impact on First Street Masterplan area; m heritage townscapes; and slight moderate adverse with beneficial elements impact on building heights.

Visual Impact

7.65. The Visual Impact Assessment considers 15 viewpoints of the Proposed Development Site and the Proposed Development, considering: the existing baseline scenarios ((i.e. the Proposed Development

Site as it is today); where relevant, the future baseline (including buildings that are currently under construction but not yet visible in the baseline photography); the Proposed Development; and the Proposed Development together with other cumulative developments.

7.66. In overall terms during the construction phase, the residual effects upon townscape resources, townscape character and the visual envelope will not be substantial and will be short term, temporary and local in nature.

7.67. In the operational phase, primary mitigation measures will be required, which have been designed into the proposals. Further details can be found in the TVIA Chapter of the Environment Impact Assessment.

Heritage

Relevant policies and guidance:

Development Plan

- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN3 – Heritage
- Saved UDP Policy DC19.1 – Listed Buildings
- Places for Everyone- Policy JP-P2: Heritage

Material Considerations

- NPPF (2024)
- NPPG

7.68. The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty on decision makers in exercising their planning functions with respect to heritage assets. Section 66 requires:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the LPA or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses..."

7.69. There are no World Heritage sites, Scheduled Ancient Monuments, Registered Parks and Gardens, Registered Battlefields or Protected Wrecks identified on the Proposed Development Site or within its immediate vicinity. The Proposed Development Site is not located within or adjacent to a sensitive area (such as a Conservation Area).

7.70. To comply with the above, a Heritage Statement has been prepared by Deloitte as part of this application. This document assesses the significance of the designated heritage assets which have the potential to be affected by the Proposed Development.

7.71. A range of key heritage views were considered in association with the TVIA consultants, TPM. The views were carefully considered to ensure they consider not just the asset and Proposed Development, but also the broader historic context. A total of 15 viewpoints have been agreed with the case officers to assess the impact on heritage assets these can be viewed within the Heritage Statement.

7.72. As well as assessing the potential impact of the Proposed Development it is also important to understand the setting of each heritage asset and identify whether there is any potential for this to be impacted. This is important in relation to 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' by Historic England which states "setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance".

7.73. Where there was absolutely no impact on its setting, and the Proposed Development cannot be viewed or understood at the same time, (tangibly or intangibly), assets were discounted from further assessment.

7.74. From this analysis, seven heritage assets have been scoped in and 25 assets have been scoped out. A detailed list of these assets can be found in the Heritage Statement.

7.75. The Proposed Development has been designed to respond its heritage setting. As set out in this Statement and the Design and Access Statement, careful consideration has been given to the scale and massing of the proposals as well as the appearance and materiality.

7.76. Overall, the Heritage Statement concludes that the Proposed Development will result in minor harm to Macintosh Mill and the Mill chimney stack on west of junction with Cambridge Street and negligible harm to Chorlton Old Mill, Chorlton New Mill and attached chimney, Manchester South Junction and Altrincham railway viaduct and Oxford Road Station. The level of harm is considered to be such due to the high-quality façade treatment and tonality of the material chosen, as well as the distance between the heritage assets and the Proposed Development, meaning that the proposals merge into the emerging skyline at First Street. In addition, the Proposed Development will see the regeneration of a currently vacant site that experiences instances of anti-social behaviour and will therefore provide an overall enhancement to the amenity of the area and to the setting of the heritage assets.

7.77. In summary, the Proposed Development will result in less than substantial harm, with any identified harm outweighed by substantial public benefits (as outlined within Chapter 9 of this Planning Statement).

Archaeology

Relevant policies and guidance:

Development Plan

- Core Strategy Policy CC6 – City Centre High Density Development
- Core Strategy Policy CC9 – Design and Heritage
- Core Strategy Policy EN3 – Heritage
- Core Strategy Policy DM1 – Development Management

Material Considerations

- NPPF (2024)
- NPPG

7.78. A Historic Environment Desk Based Assessment was carried out in 2016 by Pre-Construct Archaeology Ltd, in relation to Plots 9a and 9b. A Written Scheme of Investigation (WSI) was subsequently produced and submitted to discharge Condition 3 (Ref. CDN/20/0404) attached to Ref. 125833/FO/2019).

7.79. In 2021, an amended planning application for Plot 9 was submitted (Ref. 132600/FO/2021). Condition 4 required archaeological excavation to be carried out in accordance with a WSI that was produced (by Pre-Construct Archaeology Ltd) for a mitigating excavation to further explore areas of significance identified by the preceding evaluation. The mitigation areas were located across the footprint of the original Plot 9 (i.e. within both the Plot 9A and 9B areas). This condition was discharged in 2024 (Ref. CDN/23/0673), with the Decision Notice. This is further confirmed by Greater Manchester Archaeological Advisory Service (GMAAS). (via letter dated 20 July 2024).

7.80. The WSI established the nature and significance of the sub-surface archaeological resource within the area and assess the impact of any future development upon this resource in line with Core Strategy Policy DC20 and DM1. It set out a scope for investigative works on Site. The proposed works included the execution of an archaeological strip, map and record (SMR) investigation targeted at two areas of the Site, which were agreed with the GMAAS.

7.81. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to below ground heritage.

Traffic and Transport

Relevant policies and guidance:

Development Plan

Relevant policies and guidance:

- Core Strategy Policy T1 – Sustainable Transport
- Core Strategy Policy T2 – Accessible Areas of Opportunity and Needs
- Core Strategy Policy CC5 – Transport
- Core Strategy Policy H12 – Purpose Built Student Accommodation
- Places for Everyone- Policy JP-C8: Transport Requirements of New Development

7.82. Core Strategy Policy T2 Accessible Areas of Opportunity and Needs sets out that in developments regard should also be given to the need for disabled and cycle parking provision.

7.83. Core Strategy Policy CC5 Transport outlines that developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.

7.84. PfE Policy JP-C8 notes the importance of prioritising cycling, walking and public transport routes; ensuring appropriate connectivity to the existing highway network. Part (7) references the importance of ensuring adequate car parking provision, including for disabled drivers. Part (9) references the importance of incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors. Part (14) sets out the requirements for project specific Delivery and Servicing Plan, whilst Part (16) establishes requirements for Transport Assessments and Travel Plans.

7.85. To comply with the above, a Transport Assessment, Framework Travel Plan and full EIA Chapter have been prepared by SLR Consulting Ltd accessing the impact of Plot 9B.

7.86. The Proposed Development Site benefits from excellent levels of accessibility by sustainable transport modes being located within a short walk of Manchester City Centre, the main University campuses and public transport interchanges. The development will be car free and along with cycle parking the students will benefit from a Free Cycle Hire facility offering quality bikes to book as required.

7.87. Trip forecasts have demonstrated that the Proposed Development will have a negligible impact on the operation of the highway network in the vicinity of the site.

7.88. An accessibility audit undertaken by SLR also shows that anyone accessing the Proposed Development Site including those that are disabled will not experience any constraints in approaching the site. The building and the surrounding area will facilitate access, including for those that are disabled, in a high-quality manner.

7.89. Complying with Policy T2 and CC5 of the Core Strategy and PfE Policy JP-C8 (9), the Proposed Development Site will benefit from 136 two tier cycle parking spaces for residents and a further 10 cycle spaces with Sheffield stands for visitors in the public realm. The development offers 0% car parking spaces, reflecting the Site's excellent accessibility, and sustainability ambitions for the development.

7.90. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to transport.

Flood Risk and Drainage

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN14 – Flood Risk
- Core Strategy Policy EN17 – Water Quality

Material Considerations

- NPPF Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- PPS25

7.91. Core Strategy Policy EN14 notes that 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.

7.92. To comply with the above, a Flood Risk and Drainage Strategy has been prepared by ROC in line with PPS25 and Core Strategy Policy EN14 and is submitted in support of this planning application. To ensure that the Proposed Development will not increase flood risk elsewhere, surface water drainage discharge will be restricted. This restricted discharge in conjunction with surface water attenuation on site and a reduction in impermeable areas will mitigate against flood risk to the Proposed Development Site and other land.

7.93. United Utilities has confirmed that foul water can discharge unrestricted to the public combined sewer system in River Street. Surface Water is also able to discharge to this sewer at a peak rate of 5l/s.

7.94. The Proposed Development Site is located in Low-Risk Flood Zone 1 as per Environment Agency. The risk to the Proposed Development Site from groundwater flooding is therefore considered to be low. Manchester City Council have added comments through the EIA Scoping exercise, suggesting that surface water management for the Proposed Development Site needs to follow the drainage hierarchy and surface water should be managed to ensure there is no increased surface water from the proposed development and runoff from extreme events should be retained within the site such that the adjacent third party land is not affected.

7.95. The Proposed Development's proposed site surface water drainage system will be designed to maintain surface water flows below ground for up to and including the 1 in 100-year return period as a minimum. Flows above this and up to 100 years plus 45% allowance for climate change will be retained safely within the site. Given the constraints of the Proposed Development Site it is expected that surface flooding will need to be minimised and therefore it is likely all attenuation will be provided for below ground. Any new private drainage system will be designed in accordance with current design guidance and standards and attenuation will be provided along with potential SUDS measures such as bio-retention.

7.96. The existing Proposed Development Site primarily comprises areas of hardstanding with limited soft landscaping. It is anticipated through the introduction of soft landscaping within areas of public realm, impermeable areas will reduce slightly. To ensure that the Proposed Development will not increase flood risk elsewhere, surface water drainage discharge will be restricted. This restricted discharge in conjunction with surface water attenuation on site and a reduction in impermeable areas will mitigate against flood risk to the Proposed Development Site and other land.

7.97. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to flood risk and drainage.

Ecology and Biodiversity

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN15 – Biodiversity and Geological Conservation
- Core Strategy Policy EN9 – Green Infrastructure
- Core Strategy Policy EN17 – Water Quality
- Places for Everyone Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

Material Considerations

- Manchester's Green and Blue Infrastructure Strategy (2018 updated in 2022)

7.98. Core Strategy EN15 states that Manchester City Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Proposed Developments will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

7.99. Places for Everyone Policy JP-G8 outlines that through local planning and associated activities a net enhancement of biodiversity resources will be sought.

7.100. To comply with the above, a Preliminary Ecological Appraisal and Biodiversity Net Gain report, prepared by Penny Anderson, in line with the requirement of Core Strategy Policy EN15, is submitted in support of this Application.

7.101. The report suggests that the Proposed Development Site contains no statutory nature conservation sites and none of ecological significance are within 1km of the site. Those situated further afield are considered unlikely to be impacted by the Proposed Development.

7.102. Overall, the Proposed Development Site is considered representative of an isolated patch of self-seeded butterfly-bush scrub within a wider area of hardstanding and bare artificial substrate, with no significant ecological value.

7.103. The Proposed Development Site provides negligible habitat for foraging bats. The loss of, or disturbance to, the vegetation due to predicted increased public use and lighting of the Site under the Proposed Development is, therefore, predicted to have a negligible impact on the conservation status of bats within the local area and Greater Manchester. One of the crack willow trees within the line of trees adjacent to the Construction Compound Site has some potential to support roosting bats and further assessment is required if this tree will be impacted by the works. Currently, it is assumed to be able to be retained and protected throughout works. The report recommends for works to occur outside of the key nesting period which is March to August inclusive. If site clearance occurs during March to August, then a suitably experienced and qualified Ecologist should undertake an inspection of the vegetation to be removed no more than 48 hours prior to demolition starting, to confirm the absence of active birds' nests. The above will be captured by an appropriately worded compliance condition.

7.104. Any active birds' nests present on site should be retained and protected with a suitable undisturbed buffer until the nest is deemed inactive by the Ecologist. It is recommended that all mature trees within and immediately adjacent to the Proposed Development Site are retained and protected with an undisturbed buffer zone of 30m. If this is not possible and works within 30m of a mature tree is unavoidable, then further survey and mitigation may be required.

7.105. The total calculated net habitat units change for the Sites yield a net gain of +571.56%. The Proposed Development and associated enhancement measures will, therefore, significantly exceed the minimum requirement for 10% net gain in habitat units.

7.106. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to ecology and biodiversity.

Ground Conditions

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN18 – Contaminated Land and Ground Stability

Material Considerations

- NPPF Paragraph 189

7.107. Paragraph 187 of the NPPF and Core Strategy Policy EN18 requires that planning policies and decisions should ensure that sites are suitable for any proposed use by taking account of ground conditions and risks arising from land instability and contamination.

7.108. To comply with the above, a Phase 1 Desktop Land Contamination Study and a Phase 2 Site investigation report have been prepared by ROC and is submitted in support of this planning application. The Phase 1 report does a preliminary assessment of the Proposed Development Site relating to current and historic operations to establish baseline geo-environmental and geotechnical conditions.

7.109. The report notes that historically the Proposed Development Site has been used as residential housing, a scrap yard, coal yard, and car park.

7.110. Chemical assessment of Proposed Development Site soils has revealed widespread low-level PAH and lead contamination of made ground soils with asbestos also present within the made ground. The reports suggest some measures to be taken to ensure that the Proposed Development Site is suitable for the proposed use, such as:

- Soil cover systems are employed in areas of soft landscaping to be protective of human health. Due care and attention should be taken at all times when excavating site soils and any suspected sources of contamination identified brought to the immediate attention of ROC Consulting.

- Conduct a piling risk assessment t in accordance with published Environment Agency Guidance "Piling into Contaminated Sites".
- Due to the size of the proposed structure and likely depth of made ground deposits across the site, it is likely that a piled solution will need to be adopted for the building's foundations and it is likely that CFA piles will be used.
- Due to meaningful UXO risk onsite, recommendations for a UXO watching brief by UXO specialists were made in the UXO report and future site investigations should make an allowance for this.. This will be secured by way of planning conditions.

7.111. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to ground conditions.

Noise and Vibration

Relevant policies and guidance:

Development Plan

- Saved UDP Policy DC26.1 and DC26.5 – Development and Noise
- Core Strategy Policy DM1
- Acoustics, Ventilation and Overheating (AVO) Guide.

7.112. Saved UDP Policy DC26 Development and Noise outlines the Council intends to use the Development Control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- the effect of new development proposals which are likely to be generators of noise; and
- the implications of new development being exposed to existing noise sources which are effectively outside planning control.

7.113. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including noise and vibration.

7.114. To comply with the above, a Noise and Vibration Assessment has been undertaken by Matt Fisher assessing the likely noise and vibration impact of Plot 9B upon the Proposed Development Site and surroundings. Noise surveys have been conducted to determine the pre-existing daytime and nighttime noise levels at and around the Site.

7.115. The report present within the ES chapter notes that any noise levels as a result of construction work during the construction period is expected to lead to negligible to moderate adverse impact if no mitigation measures are in place. Therefore, construction impact will be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods will be used wherever practicable and appropriate acoustic screening will be implemented where necessary and practicable. If the identified mitigation methods are employed, the impact of the construction work during the construction period is expected to be negligible to minor adverse.

7.116. The impact of construction vibration on existing sensitive receptors is expected to be negligible.

7.117. The principal long-term potential environmental noise source due to the operation of the Proposed Development is building services plant. Building services plant noise emissions from the Proposed Development will be controlled through careful design and specification of building services plant and by provision of acoustic screens and attenuators where required to meet the noise emissions criteria at each noise sensitive receptor at and around the Site. As such, negligible impact is expected.

7.118. The minimum required sound insulation performance of the external façade to the dwellings of the Proposed Development has been identified. Compliance with the performance criteria should ensure that the impact of environmental noise levels at the Proposed Development Site on the occupants of the Proposed Development is negligible. Compliance will be ensured by way of an appropriately worded planning condition.

7.119. An assessment of road traffic flows shows that the impact of increases in noise levels due to changes in traffic flows will be negligible.

7.120. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to noise and vibration.

Ventilation and Overheating

Relevant policies and guidance:

Development Plan

- Saved UDP Policy DC26 – Development and Noise
- Core Strategy Policy DM1 – Development Management

Material Considerations

- Acoustic, Ventilation and Overheating Residential Guide (2020)

7.121. The AVO Residential Design Guide recommends that when using provisions for purge ventilation, such as opening windows, an assessment is carried out for the potential effect of the subsequent internal noise levels within the apartment rooms.

7.122. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.

7.123. The AVO sets out that it is "intended to be used by acoustics practitioners as well as all those involved in the planning, development, design and commissioning of new dwellings. It recommends an approach to acoustic assessments for new residential development that takes due regard of the interdependence of provisions for acoustics, ventilation and overheating".

7.124. To comply with the above, a Ventilation and Overheating Statement has been prepared by Futureserv to support this application.

7.125. The Ventilation and Overheating Statement assess the Proposed Development against the requirements of CIBSE TM59 and indicates that all assessed studios passed the simulation.

7.126. Each habitable space will be provided with a whole dwelling mechanical ventilation heat recovery (MVHR) system to provide minimum fresh air rates to the living spaces. The air volumes will be determined to satisfy the requirements of the Approved Document Part F of the Building Regulations, as well as AVO Guidance.

7.127. On this basis, the proposals accord with the relevant planning policy and material considerations in regard to ventilation and overheating.

Air Quality

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN16 – Air Quality
- Core Strategy Policy DM1 – Development Management
- Places for Everyone Policy JP-S5- Clean Air

Material Considerations

- Manchester's Guide to Development SPD
- NPPG

7.128. Policy DM1 of the Core Strategy suggests that developments should have regard to effects on amenity including air quality and odours.

7.129. Policy JP-S5 of Places for Everyone encourages to take up a comprehensive range of measures to support improvements in air quality and requiring developments to submit relevant air pollution data if they could have an adverse impact on air quality.

7.130. In line with Core Strategy Policy EN16 'Air Quality', an Air Quality Assessment has been prepared by Hydrock, now Stantec, assessing the impact of Plot 9b, is submitted in support of this planning application, forming Chapter 7 of the ES.

7.131. The Proposed Development has been assessed based upon the potential impacts with regards to air quality specifically related to the effects during the construction period, in line with IAQM guidance.

7.132. The main source of air pollution in the surrounding Site locale is considered to be emissions from vehicles using the local road network, predominantly Medlock Street to the west and Mancunian Way to the south. Baseline air quality study shows that predicted background concentrations are all below the relevant Air Quality Assessment Levels (AQALs). However, NO_2 AQAL mitigation has been recommended.

7.133. The construction phase assessment predicted that construction activities associated with the Proposed Development have a high risk of dust impacts and a high risk of human health impacts, thus defining the Site with an overall high risk of impacts. A Detailed Construction Management Plan will be submitted via the discharge of condition process, with a more detailed appraisal of these impacts and suggested mitigation measures.

7.134. However, adopting appropriate mitigation measures, such as that recommended within the IAQM, would ensure that the risk is reduced to negligible, and the residual effects are deemed insignificant. Therefore, the Proposed Development will comply with Policy DM1 and give regard to effects on air quality. All appropriate mitigation will further be secured through a Construction Environmental Management Plan.

7.135. Based upon the above it is considered that the impact of the Proposed Development on Air Quality is in line with the local development plan.

Wind

Relevant policies and guidance:

Development Plan

- Core Strategy Policy EN2 – Tall Buildings

Material Considerations

- NPPF Paragraph 130

7.136. Core Strategy Policy EN2 Tall Buildings states that, "by their very size tall buildings can have a significant impact on the local environment and its micro-climate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment."

7.137. Paragraph 130 of the NPPF outlines that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is important to avoid homes built at low densities, ensuring optimal use of the site.

7.138. To comply with the above, a Wind Assessment has been carried out by ArcAero. This includes the preparation of an ES Chapter which is submitted as part of the Application.

7.139. A CFD and wind tunnel study has been carried out to assess the wind microclimate for the Proposed Development, complying with Policy EN2 of the Core Strategy. The wind study examined the effectiveness of the wind mitigation measures across initial and final iterations of the design.

7.140. The findings of the wind tunnel study have been considered and incorporated within the design of the Proposed Development, with design feature such as canopies added to the building. For further information regarding these design features, please refer to the accompanying Design and Access Statement.

7.141. Please refer to Chapter 10 of the Environment Statement for further details regarding proposed wind impacts and mitigation measures. This identifies two instances of wind threshold exceedances:

- Exceedances occur on the central reservation along Medlock Street (locations 26, 97). The central reservation is present on Medlock Street to separate opposing flows of traffic moving north and south along the road. It is not a pedestrian or cycling thoroughfare, nor a pedestrian island for people seeking to cross Medlock Street. A signalised crossing point is located at the southern end of Medlock Street and a further signalised crossing point is to be installed by MCC under a s278 agreement related to the nearing completion Plot 9a development to the north. Pedestrians or cyclists should not therefore use this area to either walk along or cross Medlock Street, rather they should use the signalised junctions and designated pavements and marked cycleways (which are one and the same) on the two sides of the road or the innermost traffic lanes of Medlock Street, all of which meet the safety criteria. Furthermore, these exceedances on the central reservation on Medlock Street, which only exist in the cumulative scenario, are only anticipated to occur between 3 and 6 hours per annum. As such this represents a negligible effect and is therefore not significant.

- Waiting area nearby to Plot 11 (location 100) represents a moderate adverse effect and is therefore significant. This location would meet the threshold wind speed approximately 90% of the time (vs a target of 95%) in worst-seasonal conditions. In spring and autumn, this location would meet the threshold for 94% and 93% respectively.

7.142. Based upon the above, and considered in balance, it is considered that the impact of the Proposed Development on wind is in line with the local development plan.

Daylight, Sunlight and Overshadowing

Relevant policies and guidance:

Development Plan

- Saved UDP Policy DC 1.2 – Residential Extensions
- Core Strategy Policy DM1 – Development Management

Relevant policies and guidance:

Material Considerations

- Manchester Residential Quality Guidance (2017)
- NPPF Paragraph 130

7.143. The proposed development has been assessed for its impact on daylight and sunlight, considering the context of an urban, high-density location as encouraged by Paragraph 130 of the NPPF. While the assessment identifies some minor adverse impacts on daylight and sunlight amenity for neighbouring Plots 10b and 11, these impacts are localised and considered insignificant in the context of Core Strategy Policy DM1.

7.144. Specifically, the impact on Plot 10b's daylight amenity is minor, and while there are sunlight impacts, these are limited to a small portion (11%) of the property. The majority of rooms (89%) experience negligible impact. Plot 11's daylight amenity is similarly minimally affected, with no anticipated impact on sunlight amenity.

7.145. It is important to acknowledge that even minor impacts are still impacts. However, in the context of an urban environment and considering the overall design of the development, the impact on daylight and sunlight is deemed acceptable and in line with local planning policy, specifically Policy DM1 of the Core Strategy.

Solar Glare

Relevant policies and guidance:

Development Plan

- Core Strategy Policy DM1 – Development Management

Material Considerations

- NPPF (2024)

7.146. Solar glare assessments are considered necessary when a Proposed Development has sections of glazed façade that may reflect sunlight and obstruct the vision of road users to ensure that the development is safe and well designed in line with Paragraph 131 of the NPPF and Core Strategy Policy DM1.

7.147. To comply with the above, a Solar Glare Impact Assessment has been prepared by Proximity, assessing the impacts of the Proposed Development.

7.148. The Solar Glare Assessment assesses the potential for glare from the proposed PBSA Development on Plot 9B to affect drivers on the surrounding roads. A total of 19 viewpoints were assessed, covering Medlock Street, The Mancunian Way, and the slip road connecting them.

7.149. The assessment concludes that while some glare may be experienced at certain times, it will not amount to a significant impact. This is because the glare is generally not within drivers' central vision and is often for short durations. Additionally, as a mitigation measure, drivers can use their windscreen visors to mitigate any potential glare.

7.150. Please refer Solar Glare Impact Assessment submitted alongside this application for further information.

7.151. Based upon the above it is considered that the impact of the Proposed Development on solar glare is in line with the local development plan.

Construction Management

Relevant policies and guidance:

Development Plan

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy SP1 – Spatial Principles

7.152. The Construction Methodology and Programme Chapter of the ES has been prepared by Renaker. The Chapter sets out best practice for the construction process to minimise the impact on residential amenity and the surrounding area in line with Core Strategy Policy DM1 and has informed the assessments within the ES technical chapters.

7.153. Construction of the Proposed Development is set to span a period of three years and is anticipated to be delivered in a single phase.

7.154. The Construction Management Plan provides a brief overview of the methodology to be adopted for the construction and fit out of the Proposed Development. It also considers general logistics as well as traffic management for the movement of material to the disposal of waste.

7.155. Site operating hours will adhere with Manchester City Council Guidance of:

- Monday – Friday 07:30 – 18:00 hrs
- Saturday 08:00 – 16:30 hrs
- Sunday/Bank Holidays – No works planned. If any works are to be carried out, they will be agreed with Environment Health Officer (EHO) and local residents through a series of neighbourly engagements.

7.156. It is anticipated that a condition be attached to any subsequent planning permission that secures a full Construction Management Plan which will clearly outline provisions to protect cyclists and co-ordination undertaken with nearby developers.

7.157. Based upon the above it is considered that the construction management for the Proposed Development is in line with the local development plan.

Operational Management

Relevant policies and guidance:

Development Plan

- Core Strategy Policy DM1 – Development Management
- Core Strategy Policy H12- Purpose Built Student Accommodation

Material Considerations

- Manchester Residential Quality Guidance (2017)

7.158. The Manchester Residential Quality Design Guidance (2017) acknowledges that effective operational management of a development is central to maintaining quality of the accommodation and the use and enjoyment of the space by its residents over the long term. Early consideration of operational requirements is important. The Guidance also recognises the benefits of new technologies to establish networks as part of the operational management strategies.

7.159. To comply with the above, an Operational Management Plan has been produced by Vita in support of this application, which is intended to be implemented in the Proposed Development.

7.160. It is intended that the Proposed Development will be managed and operated by VITA Student. The Vita Student brand, which is a wholly owned subsidiary of Vita Group, was launched in Liverpool in 2013 and has since grown to be one of the UK's leading student accommodation portfolios, with Vita Student residences across 17 UK cities totalling 9,580 operational beds.

7.161. Permanent staffing is likely to be up to 25 employees. No staff will be resident on site, but the management team will provide 24-hour presence on site on every day of the year, including outside academic term time.

7.162. The reception service will provide a first point of contact for residents for day-to-day matters such as deliveries and collection of parcels, reporting of repairs, organising social events and the provision of general information and signposting to specialist services.

7.163. Building issues will be managed by the Vita facilities management team and will generally be carried out either by them personally or by specialist contractors brought in through local and national agreements. For reactive maintenance, Residents would report any maintenance requirements through the Vita Student App on their mobile devices and the company have a charter to respond to every report within one hour.

7.164. There will be a single point of entry for pedestrians through the main entrance located off Hulme Street and through a management office which will be manned 24-hours a day, giving the team complete visibility of everyone entering and leaving the site. Residents will be able to enter the building through an electronic fob which also gives access to the communal hub space and their specific studios. Non-residents who visit will be required to sign-in and will wait in the reception area for the resident to come and collect them.

7.165. Any vehicles associated with post and deliveries will be able to use the off-road layby, on Hulme Street, rather than needing to loiter in the public highways.

7.166. Presence of CCTV and a bespoke internal and external lighting scheme will ensure the Proposed Development will be safe and secure.

7.167. While Vita will provide a surface clean within every room once a fortnight, students will be responsible for taking out their rubbish to the dedicated refuse collection areas. Two or three times a week, refuse bins will be moved by staff to the designated collection point, which is outside the main building, and accessed from Hulme Street.

7.168. A fully detailed arrival procedure has been put together to ensure that the beginning of the tenancy and the resident's arrival is carried out with the minimum of disruption to the surrounding highway operation as well as creating the very best impression for the arriving students. The details can be found in the Management of Student Move in and Move out and on Management of Deliveries document submitted with this application.

7.169. Post persons will have access to the Proposed Development via the main front entrance to make deliveries to a dedicated post/ parcel drop-off toom where these will then be sorted by the VITA student staff.

7.170. The development will provide 136no secure cycle parking for residents within the building as well as 10no visitor spaces externally located close to the main entrance of the scheme and within the landscaped area. VITA also offer bikes free of charge for students to use on a regular basis as well as the students being able to store their own bikes within these secure areas. To use these bikes, students need to visit Reception to sign the bikes out and then return to Reception to check the bikes back in, this allows the site management team to inspect the bikes for damage or misuse to ensure. The nearest Cycle Hub is a 9 minute walk away at Manchester Oxford Road Station, which is operated by Northern Rail.

Socio Economic Effects

Relevant policies and guidance:

Development Plan

- Core Strategy Policy CC1 – Primary Development Focus: City Centre and Fringe
- Core Strategy Policy CC5 – Transport
- Core Strategy Policy C10 – A Place for Everyone
- Core Strategy Policy EN1 – Design Principles and Strategic Character Areas
- Core Strategy Policy H12 – Purpose Built Student Accommodation

7.171. A Socio-Economic Assessment has been prepared by Ekosgen. Key findings are summarised below.

Employment

7.172. It is estimated that the Proposed Development will lead to 254 FTWs per annum across the 3-year construction period. In determining the net additional jobs generated through the construction phase, each of the additionality factors (leakage, displacement and multiplier effects) has been assessed. There is no deadweight in the construction phase as there is no existing construction employment on-site. Overall, it is estimated that the redevelopment proposals would create 191 net additional construction jobs at the Manchester level.

7.173. The Proposed Development has the potential to support 25 gross FTE jobs once fully operational. Once additionality factors have been applied to the gross employment, the Proposed Development is likely to generate 10 net additional FTE jobs in Manchester.

7.174. This Application is submitted alongside a Local Labour Agreement, which sets out the Applicant's intention to employ from within the local labour market. Further information regarding local employment will be submitted by way of planning condition.

Healthcare

7.175. The Proposed Development is expected to yield 861 new student residents in the area. When assessing the worst-case scenario, it is assumed that all these students would be additional (not registered with GPs in the LIA). This would increase the number of registered patients per GP in the practices identified within the baseline study from 2,071 to 2,091 (+0.9%). However, it is anticipated that many new students occupying the Proposed Development will remain registered with their home GPs.

Additional Local Spend

7.176. The Proposed Development will lead to a net additional local expenditure of £1.57m per annum, which has the potential to support 18 FTE net jobs within the local economy and a GVA of £0.74m.

Housing and Student Accommodation

7.177. The Proposed Development will deliver 861 student beds, which provides a clear opportunity to support the addressing of existing supply-demand imbalances and to improve the provision of targeted housing within the Oxford Road Corridor of Manchester.

TV Reception, Broadband Connectivity

Relevant policies and guidance:

Development Plan

- Saved UDP Policy DC26 – Development and Noise
- Core Strategy Policy DM1 – Development Management

Material Considerations

- Acoustic, Ventilation and Overheating Residential Guide (2020)

TV Reception

7.178. Under MCC planning guidance, any development over four storeys requires a TV Reception Impact Assessment. The report should assess the possible interference created by the Proposed Development on TV and radio reception within the area.

7.179. To comply with the above, a Television Desk-Based Report has been undertaken by Pager Power, to determine the potential effects on the local reception of television broadcast services arising from the Proposed Development.

7.180. The report concluded that any interference would be due to shadowing effects and that any negative impacts would be limited to within a 1km radius of the Proposed Development within its shadow zone. A reduction in signal strength at low-rise residential properties within approximately 200-400m of the Proposed Development may result in interference due to the current signal strength in the area. Other low-rise residential properties at greater distances are unlikely to experience interference due to the baseline signal strength.

7.181. Based upon these findings, it is recommended that reports of interference in the shadow zone are investigated following construction of the Proposed Development, to determine whether they are attributable to the Proposed Development. In the event a mitigation requirement transpires, the most common forms of mitigation are a replacement of receiving aerial with a more directional or higher gain aerial or the replacement of terrestrial reception equipment with satellite reception equipment or cable. These post-construction requirements will be met by way of discharge of condition.

Broadband Connectivity

7.182. Under MCC Planning Guidance, all new residential developments must incorporate measures to facilitate digital connectivity, having regard to the Data Ducting Infrastructure Guidance produced by the Department for Communities and Local Government.

7.183. A Broadband Connectivity Assessment has been prepared by Pager Power in support of this Application. The Assessment seeks to ensure that new residences have access to superfast broadband speed, to ensure future occupants can obtain the associated services.

7.184. Openreach typically provide Fibre To The Cabinet (FTTC) and Fibre To The Premises (FTTP) infrastructure, and this is leased by BT and Sky who provide internet services, amongst other service providers. Fibre services are not available at two of the eight addresses near to the Proposed Development location. Therefore, the assessment identified that the Proposed Development may not benefit from fibre services from Open Reach due to local availability. However, if this option is available the installation of FTTP infrastructure would be available free of charge, meaning as long as an application was submitted 6 months prior to the provision of services.

7.185. The Proposed Development may also benefit from superfast services from Virgin Media however the review conducted within the report did not reliably confirm that this was available. Consequently, if Virgin Media are contacted within a sufficient time frame the Proposed Development may benefit from fibre connectivity from Virgin Media.

8. Tall Building Statement

This Section comprises a Tall Building Statement, considering the Proposed Development against the criteria and guidance within Historic England's (HE) Guidance on Tall Buildings (2022) and Core Strategy Policy EN2. The HE guidance has been used due to the close proximity of the Proposed Development to many listed buildings.

Policy EN2/HE Tall Building Guidance criteria		Assessment
Proposals for tall buildings will be supported where it can be demonstrated that they:		
	**CS Policy EN2: Are of excellent design quality.** **HE Tall Building Guidance:** • **Responds to local context.** • **Architectural Quality and functional design.**	The development has undergone significant design development to ensure that it is of exceptional design quality and relates to the surrounding blocks. This has been explained in detail in the DAS and Section 5 of this statement. The Proposed Development has been designed by Tim Groom Architects who have designed numerous high-profile developments. Their portfolio of work demonstrates that they have the experience to work with the wider design team to deliver attractive and well used spaces and successful places. The Proposed Development provides the opportunity to design a high-quality design at a prominent location at the gateway to the City Centre from Medlock Street. It will be an elegantly proportioned building with a strong architectural hierarchy with a refined palette of materiality that compliments the emerging First Street architecture. While the lower element to Medlock Street would respond to the street scale and the heavy and textured materiality of Plot 9A, the taller element responds more to the city scale and the more lightweight and refined materiality of Plot 11. A full breakdown of the design evolution for the development can be found in the Design and Access Statement by Tim Groom Architects.
	**CS Policy EN2: Are appropriately located.**	The Proposed Development is located in a highly accessible location with links to different modes of public transport. The Proposed Development Site is located within walking distance of numerous bus stops along Medlock Street and in the Oxford Road Corridor Area. It is also in close proximity to the Deansgate Castlefield Metrolink stop and Train Station which provides connection to the wider Greater Manchester area and nationally. It is also in close proximity to Oxford Road railway station which provides wider access to national rail services. Due to the City Centre location extensive amenities are also within walking/cycling distance. Being a PBSA development, the proximity of the Proposed Development

		to the universities also ensures that it is appropriately located for the residents. The Proposed Development Site has been deemed suitable for a tall building within the FSDF.
	**Policy EN2: Contribute positively to sustainability.** **HE Tall Building Guidance: Sustainable Design and Construction.**	Sustainability goals lie at the heart of the Proposed Development with numerous key measures being introduced to enhance the environmental performance and sustainability of the buildings. • Integration of passive principles of environment design in terms of orientation, natural ventilation, maximisation of daylight. • High performance building envelope incorporating low U-values and advanced glazing technology to limit heat loss/gain, whilst maximising daylight. • State of the art building services systems, including air source heat pumps and heat recovery for all heating, cooling and hot water demands. • Betterment on Part L values in line with 2021 guidance. As mentioned in Section 7 of this report the framework travel plan also notes that the Proposed Development will be car free and is located in an area that is highly accessible by sustainable transport modes. The Proposed Develop will achieve BREEAM Excellent.
	**Policy EN2: Contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance.** **HE Tall Building Guidance: A well designed inclusive environment.**	The Proposed Development is located at a prominent gateway location from the southern part of Manchester along Medlock Street further enhancing its importance to the City from a regeneration perspective through transforming the arrival experience into the City Centre from Medlock Street. The Proposed Development will provide an attractive frontage onto Medlock Street and contribute to placemaking in First Street.

	**Policy EN2: Will bring significant regeneration benefits.**	The Proposed Development will bring the following regeneration benefits: • Provide much needed, student accommodation in a convenient location. • Help achieve MCC's brownfield regeneration ambitions for the area as set out in the First Street Development Framework. • Lead to a range of socio-economic benefits, including increased employment opportunities during construction and increased spend in the local economy. The Proposed Development will lead to 254 FTE jobs during construction and 25 jobs once operational. • The net additional local expenditure will be £1.57m per annum, which has the potential to support 18 FTE net jobs within the local economy, within the relevant sectors and GVA per year of £0.74m. • Significant ecological benefits with significant Biodiversity Net Gains of over 10% in line with relevant legislation, amounting to +571.56%
	**Policy EN2: The effect of the tall building on the local environment and its micro-climate, including creating an attractive, pedestrian friendly local environment.** **HE Tall Building Guidance: Impact on the local environment.**	The Proposed Development Site currently represents a largely underutilised part of the City Centre as highlighted within the Design and Access Statement. It does not contribute positively to the local environment despite its City Centre location. The Proposed Development seeks to transform this through the creation of high quality PBSA. Part of the proposals is to continue the First Street public realm along the Plot 9b Site and make the experience walking through the area much safer and welcoming. The effect on the local environment and micro-climate has also been considered throughout the design development process. The Proposed Development has been designed incorporating findings from the wind assessment. Additionally, careful consideration has been given to the impact that the proposed scheme has with regard to sunlight and daylight access and a Daylight, Sunlight and Overshadowing report has been prepared in support of this application to assess the potential effects of the Proposed Development and any required mitigation measures. The process of reviewing the solar glare impact, and where necessary, the development of appropriate mitigation measures was undertaken between specialist consultants, the architect and façade engineers.

	**Policy EN2: That the proposals for a tall building are viable and deliverable.**	The Proposed Development has been designed by an experienced design team familiar with the issues associated with developing high quality buildings, in City Centre locations and with a track record and capability to deliver a project of exceptional quality. The design team recognises the high-profile nature of the area and the bar has been set high in terms of design quality and architectural excellence, to deliver a building that is complementary to the area and in keeping with the FSDF. A significant amount of time has been spent developing the proposals through a number of design stages to deliver a viable development of high quality. There is market demand for a high quality PBSA development to meet the specific needs of the student population. The Application is submitted with the support of MMU, who will be issuing a letter of support in relation to the application.

9. Public Benefits

This section sets out the economic, social and environmental benefits of the Proposed Development.

Public Benefit		Assessment
Economic		
	A viable use of an underused brownfield site	• Redeveloping urban brownfield land to provide housing is a national, regional and a local priority. • The Proposed Development ensures the most efficient use for this brownfield site through providing much needed purpose-built student accommodation. • The Proposed Development Site is perfectly located to meet the need for high quality, purpose built, City Centre PBSA in Manchester – being within the Oxford Road Corridor and less than a 10-minute walk from two of the largest University campuses in the UK. • The Proposed Development will also provide external amenity space and activate frontage along Medlock Street, reinvigorating this space to contribute to the First Street area positively. • The Proposed Development therefore represents the optimum scheme to see this Plot redeveloped.

	Support employment opportunities	• Employment opportunities will be created directly and indirectly for local people during both construction and operation phases, including opportunities to encourage and develop skills, internships and apprenticeships among the varied and specialised trade contractors during the construction phase. This will be captured by MCC's standard local labour planning condition.
		• A breakdown of forecasted job creation as outlined within the Socio-Economic chapter of the Environmental Impact Assessment is listed as follows:
		  ○ During construction the Proposed Development is estimated to generated 254 FTE jobs over the 3-year construction period.
		  ○ During the operational phase the Proposed Development is expected to support 25 gross FTE jobs.

	Support economic growth	• Greater Manchester has one of the highest student populations in the UK, which has been increasing exponentially in the last few years. Suitable student housing is therefore needed to accommodate students, who in turn will encourage expenditure in First Street and the City Centre. • Enlivening this part of First Street will help to foster conditions for further growth and will make future investment opportunities more attractive – encouraging new offices to come forward once market conditions allow.

		• It is calculated that the level of direct on-site employment could support a GVA uplift of £0.96m per annum as outlined within the Socio-Economic chapter of the Environmental Impact Assessment.
	Provide direct access to opportunities in the City Centre	• The Proposed Development Site is conveniently located within 500 metres of a number of high frequency bus routes and is within a 9-minute walk from Deansgate Interchange which is a key gateway to the City Centre. This would grant students access to extensive retail, employment and leisure opportunities. • The Proposed Development Site is conveniently situated near numerous services and amenities, enabling residents to easily walk to various destinations from the Proposed Development. • The Proposed Development Site is also well connected by cycle infrastructure with cycle routes along major throughways and the newly improved roundabout on Medlock Street.
Environmental		
	Placemaking	• There is a need for schemes to contribute to their overall placemaking objectives to allow Manchester to continue to be architecturally distinctive and contribute to people's social wellbeing and generate activity in the area. • As mentioned earlier, as the Proposed Development Site is currently undeveloped and is currently hoarded and is therefore detracting from the overall quality of the area. It also provides no amenity to the local area and is not considered to be a positive contributor to the overall character of the area. • The Proposed Development contributes to overall placemaking by appropriately balancing surrounding historic buildings and new high-quality development and public spaces and activating frontage along Hulme Street, Medlock Street and First Street. The Proposed Development also provides the very highest quality of architectural design, which will attract people to the area, creating a destination. The proposed design ensures strong visual connection between internal spaces and the outside, thermal and acoustic comfort, accessible and adaptable spaces and improved public realm, which will enhance social wellbeing of the residents.
	Biodiversity Net Gains	The Proposed Development will lead to an improvement in Biodiversity of +571.56%. in line with relevant policy.
	Sustainable development	Various measures have been included within the design of the Proposed Development to improve sustainability such as: • Efficient LED lighting with improved controls • Efficient air source heat pumps for hot water • Efficient heat recovery in relevant systems

		• Combined natural and mechanical ventilation system • Increased hot water generating efficiencies • Reduced Standing losses from pipes and cylinders Based upon these strategies the building is compliant with Part L 2021 regulations meaning it significantly exceeds the regulations as set out in Part L 2013. It also responds to Policies JP-S1, JP-S2, JP-S3 of Places for Everyone.
Social		
	Provision of Student Accommodation to support demand	• As detailed out in Chapter 4, there is a shortage of high-quality purpose-built student accommodation within Manchester City Centre, despite the vast increase in student enrolments in the last few years. • New student accommodation such as the Proposed Development will therefore be suitably priced and be high quality in terms of product, management and pastoral care which will safeguard the student experience, particularly for first year and overseas students.
	Reduce pressure on existing residential stock	• The Proposed Development will alleviate the pressure on existing residential stock and free up housing for locals including working professionals and families.
	Safety and Security	• The introduction of a new residential student development with external amenity space will increase levels of activity on a currently undeveloped site which will help to animate the streetscape and create a ‘sense of place’ within the FSDF area. Increasing activity on a currently unused Site will enhance levels of surveillance helping to reduce crime and increase safety for those using the space.
	Accessibility	• The Proposed Development has been designed to be accessible to all users including those whose mobility is impaired.

10. Conclusion

10.1. The Proposed Development comprises 861 student bed spaces across a G+33-storey building in First Street. The proposal would contribute to the growing demand for high quality PBSA in Manchester especially in locations in close proximity to the University of Manchester and Manchester Metropolitan University campuses, and within the Oxford Road Corridor.

10.2. The proposals are being brough forward by Vita Meadow (the Applicant) - a reputable developer of high-quality student accommodation with a strong track-record of delivery. Their projects include Circle Square and House of Social, which have benefitted both local residents and students in the City.

10.3. The principle of redeveloping the Proposed Development Site should be supported on the basis that it comprises a vacant parcel of land within the First Street Development Framework and Oxford Road Corridor. Plot 9b is now one of the last development plots within the FSDF area that is not either developed, under construction, or subject to a live planning permission. Delivery of the PBSA proposed accelerate completion of the public realm and placemaking at the southern gateway to the area and the City Centre, facilitating future delivery of the remaining commercial plots.

10.4. PBSA should specifically be supported on the Site, on the basis that there is an explicit need for such accommodation in this specific location, as it is a highly accessible site within Oxford Rd Corridor. All criteria under Policy H12 are met and the application is accompanied by a letter of support from MMU, who will let a proportion of the studios at an affordable rate through a nomination agreement with the Applicant.

10.5. There are significant public benefits socio-economic benefits associated with the Proposed Development Site such as:

- A viable use of an underused brownfield site
- Support employment opportunities
- Support economic growth
- Facilitate placemaking
- Accessible design catering to all users
- Enhance safety and security
- Provision of Student Accommodation to support demand
- Reduce pressure on existing residential stock
- Provide a sustainable development
- Ensure Biodiversity Net Gain

10.6. A full appraisal of how the Proposed Development addresses the specific planning policy considerations and other material considerations, is set out within Section 7 of this Statement.

10.7. In conclusion, a detailed assessment of the proposals has been undertaken against planning policy at all levels. Taking all of this into account, it can be concluded that the Proposed Development is considered to be in accordance with the Development Plan when taken as a whole. It is further supported by the assessment of other material considerations including the endorsed FSDF and the NPPF and it has been demonstrated that the Proposed Development will deliver the overarching economic, social and environmental objectives of sustainable development as a whole.

10.8. As such, the Proposed Development merits the support of the local planning authority.

Appendix A – Application Documents

The Application is supported by the following documents:

Application Documentation	Author
Accommodation Schedule	Tim Groom Architects
Application Site Boundary and Location Plan	Tim Groom Architects
Design and Access Statement (Inc. Schedule of Works)	Tim Groom Architects
Existing and Proposed Site plans, sections and elevations (including drawing schedule)	Tim Groom Architects
Landscape Strategy and drawings	TPM
Verified views	Our Studio
Marketing CGIs	Our Studio
Planning and Tall Building Statement	Deloitte
Student Justification Statement	Deloitte
Statement of Community Involvement	Deloitte
Topographical Survey	Survey Ops
Ecology Assessment and Biodiversity Net Gain Assessment	Penny Anderson Associates
Crime Impact Statement	Greater Manchester Police
Flood Risk Assessment and Drainage Strategy	ROC
Heritage Assessment	Deloitte
Archaeological Assessment	PCA
Transport Statement	SLR Consulting
Management of Student Move in and Move out and on Management of Deliveries	SLR Consulting
Framework Travel Plan	SLR Consulting

Application Documentation	Author
Servicing and Waste Management Strategy	SLR Consulting
Construction Management Plan	Renaker
Environmental Standards Statement	Element
Energy Statement	Futureserv
Lighting Strategy	TPM
Broadband Connectivity Assessment	Page Power
TV Survey	Page Power
Local Labour Agreement	Vita
Fire Strategy Report	Design Fire Consultants
Ventilation/extraction	Futureserv
Ground Conditions (Phase 1) - Phase 1 Desktop Study and Phase 2 Intrusive Investigation Report	ROC
Remediation Strategy	ROC
Piling Risk Assessment	ROC
UXO Risk Management	ROC
Local Benefits Proposal	Vita
Circular Economy Statement	Element
Public Realm Strategy	TPM
Environmental Statement	

Volume 1: Environmental Statement including:

- Introduction
- Methodology
- Site, Surroundings and Description of Proposals
- Consideration of Alternatives
- Construction Programme and Methodology by Renaker
- Townscape and Visual Impact prepared by TMP
- Air Quality prepared by Hydrock
- Noise and Vibration prepared by Fisher Acoustics
- Daylight/Sunlight/Overshadowing prepared by Proximity

Application Documentation	Author
• Solar Glare prepared by Proximity • Wind Assessment prepared by Arc Aero • Climate Change prepared by Ridge • Human Health prepared by Enfusion • Socio Economic prepared by Ekosgen • Summary of Cumulative Impacts by Deloitte • Type 1 Cumulative Impacts by Deloitte	
Volume 2: Technical Appendices • Appendix 2.1. EIA Scoping Report • Appendix 2.2. EIA Scoping Response (dated 22 February 2024) • Appendix 5.1 Construction Management Plan • Appendix 6.1 - Townscape – Baseline, Assessment and Figures • Appendix 6.2 - Views – Baseline Assessment/Figures • Appendix 6.3 – Kinetic Views • Appendix 7.1 - Heritage Significance Appraisal • Appendix 7.2 - Heritage Impact Assessment • Appendix 8.1 – Air Quality Technical Assessment (28401-HYD-XX-ZZ-RP-Y-2001-P05) • Appendix 9.1: Acoustic Terminology • Appendix 9.2: Relevant Legislation, Policy & Guidance • Appendix 9.3: Noise Survey Details & Summary Results • Appendix 9.4: Vibration Survey Details & Summary Results • Appendix 9.5: Construction Noise Calculation Sheets • Appendix 10.1 – Drawings of the Baseline and Proposed Assessment Scenario • Appendix 10.2 – Daylight and Sunlight Results for Baseline v Proposed • Appendix 10.3 – Drawings of the Baseline and Proposed + Cumulative Assessment Scenario • Appendix 10.4 – Daylight and Sunlight Results for Baseline v Proposed + Cumulative • Appendix 11.1 – Solar Glare Assessment. This appendix contains the technical analysis for all relevant viewpoints prepared to support the solar glare assessment • Appendix 11.2 – Solar Glare Intensity Summary Note. This appendix provides supplementary information for locations where glazing reflectance thresholds are recommended for mitigation of solar glare effects • Appendix 12.1: Wind Microclimate Technical Report • Appendix 13.1 - Energy Strategy Report • Appendix 13.2 – EUI Prediction Technical Note • Appendix 13.3 – Embodied Carbon Technical Note • Appendix 16.1 – Transport Statement • Appendix 16.2 – Travel Plan • Appendix 17.1 - Archaeological Desk-based Assessment (DBA)	
Volume 3: Non-Technical Summary	Deloitte LLP

Appendix B- Planning History

We have undertaken a detailed review of the Site's planning history, as available on MCC's public access system. The most relevant application is:

PP Reference	Description	Status
125833/FO/2019	Erection of a basement plus 11-storey building comprising office accommodation (Use Class B1), flexible commercial space (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), B1 (offices), and D2 (Gymnasium), car parking, cycling parking and associated facilities, landscaping, and associated works.	Approved 15 April 2020

The Site had planning permission for Plot 9 (125833/FO/2019) combining Plot 9a and Plot 9b for an office development, which was not carried out. Plot 9a currently has planning permission to provide an office block to the north of the Site.

Deloitte.

This report has been prepared for Vita Meadow Ltd and on the understanding that it will be made publicly available.

Although we have read reports by Tim Groom Architects, Salford Archaeology, Page Power, Greater Manchester Police, Penny Anderson Associates, Ridge, Design Fire Consultants, SLR, Fisher Acoustics, Bowland, Proximity, Hydrock, Element Sustainability, ROC, Renaker, Futureserv ("the Consultant Reports") we accept no liability or responsibility for the Consultant's Reports and will not be responsible for the technical content.

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