

Charles Street

Planning and Tall Building Statement



Planning and Tall Building Statement

Proposed Purpose-Built Student
Accommodation (PBSA) development at
Charles Street, Manchester

Jadebricks (Charles Street) Limited

December 2023

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1. Introduction and Context

- 1.1 This Planning and Tall Building Statement has been prepared by Turley on behalf of Jadebricks (Charles Street) Limited (the Applicant). It is submitted in respect of an application for full planning permission for a purpose-built student accommodation (PBSA) scheme comprising 107 no. studio bedrooms at Charles Street, Manchester (the Proposed Development).
- 1.2 This Statement is intended to assist MCC as the Local Planning Authority (LPA) in determining the application, by providing an evaluation of the Proposed Development against relevant planning considerations. Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, the statement considers the conformity of the Proposed Development with the Local Development Plan and the weight to be applied to other material planning considerations.

Context and Need for Development

- 1.3 The Proposed Development relates to a vacant site located close to Oxford Road in Manchester city centre. It is within the Oxford Road Corridor (ORC), extremely well related to the University of Manchester and Manchester Metropolitan University campuses and close to a number of strategic regeneration areas either yet to be developed or nearing completion.
- 1.4 It will contribute to the supply of PBSA in a part of the city centre which is entirely consistent with Manchester City Council's ('the Council' / MCC) expectations for the location of PBSA in the city. Development of the site for a high-quality PBSA scheme offers the potential to improve the environmental quality of this part of Charles Street with a well-considered architectural design that responds sensitively to the site context and the site constraints.
- 1.5 The design includes detailing at ground level that will add to the visual interest at street level, and an area of outdoor amenity area on the Charles Street frontage will introduce further activity and animation at street level. In combination with a number of developments which have also taken place in recent years fronting Charles Street, the development will improve the experience of pedestrians and cyclists at ground level and improve the quality of the street scene. Enhancements to the entrance to an adjacent nursery (Paintpots Nursery) are also integral to the scheme.
- 1.6 The delivery of high-quality PBSA will also support the wider housing market in the city by reducing reliance upon the general private rented sector to meet the accommodation needs of students. This helps create opportunities to free up such stock for households that rely on this sector.
- 1.7 This Statement demonstrates that the proposals accord with all policies of the Development Plan and other material considerations lend further support. The presumption in favour of sustainable development applies.
- 1.8 The Applicant therefore invites MCC to approve the application and facilitate delivery of this high quality, beneficial development.

The Proposed Development

1.9 The application site relates to the redevelopment of land occupying an area between a railway viaduct to the north, Bracken House to the east, Charles Street to the south and York Street to the west (the Site).

1.10 The description of development is as follows:

“Full planning permission for the erection of 15-storey purpose-built student accommodation building, including site preparation works, works over the public highway and associated works.”

Accompanying Documents

1.11 This application comprises and is accompanied by the following documents:

- Application Forms (Turley)
- Archaeological Desk Based Assessment (Oxford Archaeology)
- BREEAM Pre-Assessment Report (BPP Energy)
- Broadband Connectivity Assessment (GTech Surveys)
- Construction Environmental Management Plan (Domis)
- Construction Noise and Vibration Assessment (Hann Tucker Associates)
- Crime Impact Assessment (Greater Manchester Police)
- Design and Access Statement (SimpsonHaugh)
- Energy and Sustainability Statement (BPP Energy)
- Environmental Noise Survey and Noise Impact Assessment Report (Hann Tucker Associates)
- Existing and Proposed Plans (SimpsonHaugh)
- Fire Statement (OFR Consultants)
- Flood Risk Assessment and Drainage Strategy (DP Squared)
- Heritage Statement (Turley)
- Interim Travel Plan (Curtins)
- Neighbour Interface Statement (Turley)
- PBSA Needs Assessment (Cushman & Wakefield)

- Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment (Geoassist)
- Planning and Tall Building Statement¹ (Turley)
- Preliminary Ecological Appraisal (E3P)
- Socio-Economic Regeneration Impact Statement (Turley)
- Statement of Community Engagement (Turley)
- Townscape and Visual Impact Assessment (Turley)
- Train Induced Vibration Assessment (Hann Tucker Associates)
- Transport Statement (Curtins)
- TV Reception Survey (GTech Surveys)
- Ventilation Design Strategy (Caldwell)
- Whole Life Carbon Assessment and Circular Economy Statement (BPP Energy)
- Wind Microclimate Assessment Report (GIA)

1.12 The application is supported by an Environmental Statement (ES), prepared by Turley the scope of which addresses the topics of Daylight, Sunlight and Overshadowing, and Air Quality considered. The structure of the ES is as follows:

- Volume 1: Chapter 1 - Introduction
- Volume 1: Chapter 2 - Approach to EIA
- Volume 1: Chapter 3 - Site Context
- Volume 1: Chapter 4 - Development Specification
- Volume 1: Chapter 5 - Consideration of Alternatives
- Volume 1: Chapter 6 - Daylight, Sunlight & Overshadowing
- Volume 1: Chapter 7 - Cumulative Effects
- Volume 1: Chapter 8 - Summary
- Volume 2: Technical Appendices

¹ This includes a Green and Blue Infrastructure Strategy.

- Volume 3: Environmental Management Plan
- Volume 4: Non-Technical Summary

1.13 The remainder of this Planning Statement is structured as follows:

- **Section 2:** describes the application site and its surroundings;
- **Section 3:** describes the relevant background to the proposal, and a brief summary of the consultation undertaken with key stakeholders, local residents and interested parties;
- **Section 4:** provides a detailed description of the proposals;
- **Section 5:** describes the regeneration and planning policy context of the development;
- **Section 6:** provides an assessment of the proposals against the policy context outlined in Section 5; and
- **Section 7:** presents overall conclusions and identifies why planning permission should be granted.

1.14 A Tall Building Statement is provided at Appendix 1.

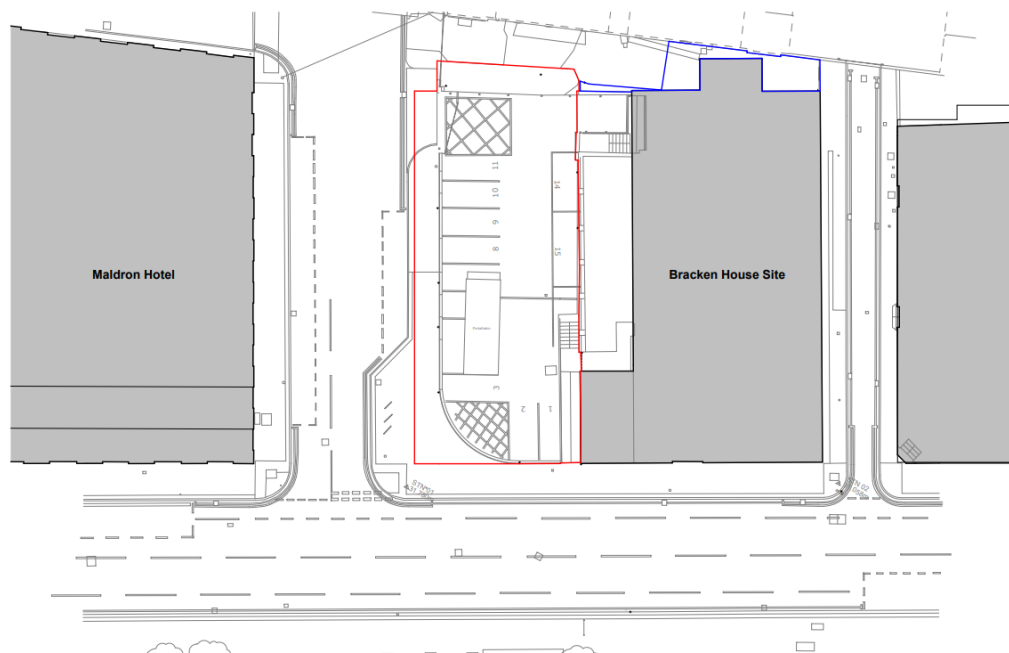
2. Site and Surroundings

- 2.1 This section provides a brief description of the Site, the surrounding uses and the strategic and physical context.

The Site

- 2.2 The Site is located within Manchester City Centre and measures approximately 0.41ha. It lies to the south of the Manchester South Junction and Altrincham Railway Viaduct and is bound by Bracken House (and associated demise) to the east, Charles Street to the south and York Street to the west.

Figure 2.1: Extract of Site Location Plan



- 2.3 The Site was previously used as a small surface level car park with around 15 spaces. An existing access exists from the west via York Street. The topographical survey provided identifies that the site falls from south to north with levels ranging from 31.600m AOD (pavement of Charles Street) down to 30.620m AOD (adjacent to the railway viaduct).
- 2.4 To the east, the Site is bound by the 1970s Bracken House which was originally built as an office and was subsequently converted to residential apartments using permitted development rights for the conversion of office buildings to residential. It was subject to an application for prior approval in 2014². The Site is currently bound by hoardings for construction activity associated with Bracken House. At the ground floor of Bracken House is an existing nursery with accompanying external play space. There is an

²

Application ref. [105328/P3JPA/2014/C1](#) for the "Change of Use of Floors 1-8 inclusive from B1 Office as existing to C3 Residential". Determined on 15 December 2014. A parallel application (106677/LP/2014/C1) for a Certificate of Lawful Use or Development for the use of the building for 114 apartments was approved on the same date.

existing ramp and stair on the Site which provides a route of entry to the external play space (which in turn enables access the internal nursery area).

Strategic Context

- 2.5 The Site is situated within Corridor Manchester Strategic Spatial Framework³ (CMSSF) area. The Oxford Road Corridor (ORC) area is a major opportunity for accelerated economic growth in the city and is expected to become on the top five innovation districts in Europe⁴. The area forms the southern part of Manchester City Centre, running the length of Oxford Road from St Peter's Square to Whitworth Park, and West from Higher Cambridge Street to Upper Brook Street in the East. **Figure 2.2** demonstrates the Site's proximity to the City's main university campuses (with the University of Manchester (UoM) North Campus c.150m to the north-east of the site and Manchester Metropolitan University (MMU) and c.170m to the south-east; the main UoM Campus is c. 750m to the south).
- 2.6 To the east of the Site is the North Campus, now recognised as ID Manchester⁵, which presents a significant regeneration opportunity for the city. A strategic regeneration framework (SRF), prepared by the UoM, has been prepared to guide investment and development. Bruntwood SciTech has been selected as the UoM's joint-venture (JV) partner who have produced the SRF. The draft SRF for ID Manchester was approved for public consultation by Manchester City Council's Executive Committee on 28 June 2023. The public consultation ran from 14 July 2023 until 8 September 2023 with the SRF subsequently being endorsed by Executive on 18 October 2023. A mix of uses is envisaged with an emphasis on creating a world-class high-tech and innovation cluster together with high quality public realm. ID Manchester and the regeneration of the Piccadilly and Mayfield areas (both of which are also subject to SRFs) will be mutually beneficial and supportive.
- 2.7 Immediately to the south of the Site across Charles Street, the former BBC site at Oxford Road is currently being redeveloped by Bruntwood and the Select Property Group as Circle Square, with a focus on innovation and creative industries, supported by a mix of residential, hotel and leisure uses surrounding a large new park (Symphony Park).
- 2.8 Further west lies First Street, a vibrant cultural neighbourhood anchored by the HOME arts and cultural facility and supported by a mix of leisure, retail and office which is continuing to be developed.
- 2.9 The development of both Circle Square and First Street has been shaped by SRFs, reflecting the strategic importance of these areas in the regeneration of Manchester City Centre.
- 2.10 The civic heart of Manchester lies a short distance to the north with the Manchester Central Library, Town Hall and Town Hall Extension, forming the northern part of St Peter's Square. **Figure 2.2** illustrates that the Site sits in close proximity to several key regeneration areas summarised above. In combination, these areas play a vital role in

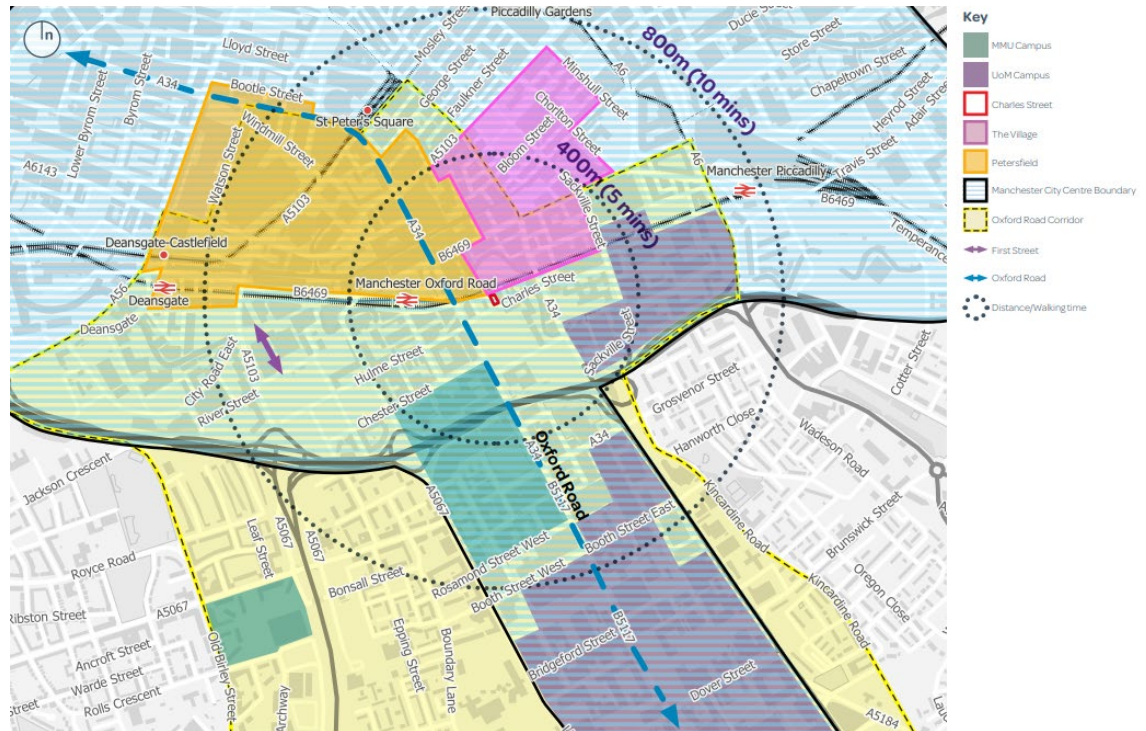
³ Oxford Road Corridor Strategic Spatial Framework- March 2018.

⁴ Ibid, paragraph 1.22

⁵ [ID Manchester SRF Public Consultation – Have your say \(id-manchester.com\)](https://www.id-manchester.com)

delivering the City's ambitions to grow and diversify its economy, increasing its appeal to visitors and tourists and providing sustainable and high-quality homes to live in.

Figure 2.2: Strategic Site Context (also provided at Appendix 3)



Site Surroundings

- 2.11 The surrounding uses are diverse and include retail, hotel, student accommodation, residential, office and surface level car parking. To the north of the Site lies a large car park with the River Medlock beyond. Bracken House to the east is a former office building which has been partly converted to residential use and contains within it a children's nursery (with associated outdoor space) at ground level. To the west of the site beyond York Street is Maldron Hotel with ancillary ground floor bar and restaurant uses. As noted above to the south lies the Circle Square development. The range of surrounding uses are evidence of the vibrancy and vitality of this part of the City Centre.

Accessibility

- 2.12 Piccadilly, Oxford Road and Deansgate stations are all located within a c.10-minute walk of the site. These stations provide access to intercity, regional, and local destinations. Piccadilly and Deansgate stations also provide access to the Manchester Metrolink, allowing for access to services across Greater Manchester. St Peter's Square Metrolink station is less than 10 minutes' walk from the site.
- 2.13 Furthermore, the Site benefits from close proximity to Oxford Road, an active bus corridor featuring numerous frequent services that connect Manchester city centre with destinations in south Manchester and beyond.
- 2.14 Oxford Road forms part of the Bee Network of cycle routes, intended to provide 1,800 miles of safe cycling routes within Greater Manchester with access to hire bikes and e-

bikes in the city centre. The Bee Network running along Oxford Road is partly segregated and ensures excellent cycle connectivity. Pedestrian connectivity to the UoM and MMU campuses and a wide range of services and facilities within Manchester city centre is also excellent.

Environmental Designations

Air Quality

- 2.15 The Site falls within an Air Quality Monitoring Area (AQMA), which covers much of Manchester City Centre.

Conservation and Heritage

- 2.16 The Whitworth Street Conservation Area is to the north of the site, with the southern boundary formed by the railway viaduct.

- 2.17 Nearby Listed Buildings and structures include:

- Lass O' Gowrie Public House: Grade II
- Manchester South Junction and Altrincham Railway (MSJAR): Grade II
- Manchester House: Grade II
- Dancehouse Theatre: Grade II
- Orient House: Grade II
- Granby House: Grade II
- India House: Grade II*
- Lancaster House: Grade II*
- Asia House: Grade II*

Flood Risk

- 2.18 The nearest watercourse is the River Medlock located approximately 50m north west of the site, which meanders through Central Manchester in a westerly direction, largely in culvert. The Environment Agency's Flood Map identifies that the site is located within Flood Zone 3 (high probability of flooding).

Planning History

- 2.19 A planning history search for the Site has been undertaken using MCC's Public Access system. No relevant records are applicable to the Site.

Summary

- 2.20 The Site is located in Manchester City Centre in an area which is undergoing, and will continue to undergo, transformational change as development is delivered across a number of strategic regeneration areas. It is close to a range of uses including

education (notably the UoM and MMU campuses), PBSA, residential, commercial, cultural, retail and leisure uses.

- 2.21 The site is located in a highly sustainable location served by a variety of public transport including rail, bus and the Metrolink; and is also within walking distance to local services and facilities, including the campuses of UoM and MMU.

3. Relevant Background

The Applicant – Jadebricks

- 3.1 Jadebricks is a privately owned developer/investor based in Manchester city centre. Jadebricks has delivered a number of successful developments across the UK. It secured planning permission for a 117-bed part-hotel on Oldham Street in Manchester in 2023 and intends to deliver that scheme shortly.
- 3.2 The Applicant completed the purchase of the site in 2023 and is sole owner of the Site (with the exception of an area of highway on York Street). Jadebricks would be responsible for the delivery of the Proposed Development.
- 3.3 Discussions are ongoing between Jadebricks and potential operators of the development, but the selected operator will be an established and experienced PBSA operator. The operator will be responsible for the day-to-day management of the accommodation and is expected to put in place appropriate management and safeguarding procedures (some of which will be subject to conditions requiring approval of details by MCC, e.g., Student Management Strategy and Waste Management Strategy).

Pre-application Consultation

Local Planning Authority

- 3.4 The applicant has engaged with MCC's planning team on a number of occasions in the lead up to the submission of this application. Pre-application meetings have been held with senior planning officers on the following dates:
- 28th July 2023
 - 29th September 2023
 - 10th November 2023
- 3.5 The engagement and principal areas of discussion during these meetings have included:
- The principle of the use / acceptability of PBSA in this location;
 - Massing;
 - Design principles;
 - Façade strategy / design;
 - Conditions and planning obligations;
 - Updates on engagement; and

- Matters of application process, including the scope of the planning application and target Planning Committee date.
- 3.6 Further liaison with officers has taken place between these meetings on matters of detail or process.
- 3.7 The wider project consultant team has also engaged with organisations that will be consultees on the planning application. This has included:
- The Environment Agency (EA) in relation to flood risk matters. They provided flood maps and associated data for inclusion in the Flood Risk Assessment.
 - Historic England (HE) in relation to heritage matters. They confirmed that they did not require pre-application consultation on the proposals, stating *‘We wouldn’t need to be involved in the pre-app for this other site on Charles Street. It’s a small site, and is already surrounded by tall buildings, so is unlikely to cause any additional harm to the conservation area or listed buildings around there.’*
 - Manchester City Council highways in relation to highway matters including loss and relocation of on-street parking and servicing arrangements, student move-in/move-out strategy, waste collection, road safety, travel planning, construction management and the principle of development oversailing the highway on York Street.
- 3.8 The outcomes of these engagements are reflected in the relevant application documents.
- 3.9 Numerous attempts have been made to contact Network Rail (NR) given the proximity to the railway viaduct, but no response has been received. In the absence of a response, separation distances for the building (including construction activities) have been assumed based on the design team’s experience of similar projects in Manchester city centre (including the adjacent Maldron Hotel). This approach should ensure adequate protection of the NR asset during the construction and operational phases. Attempts to engage with NR will continue following the submission of the application (and they will be a consultee on the application).

Other Stakeholders and the Local Community

- 3.10 The National Planning Policy Framework (NPPF) encourages developers to engage with local communities prior to submitting planning applications. In particular paragraph 39 of the NPPF states:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”

- 3.11 The applicant has carried out a range of consultation exercises prior to submission of the application with the following:
- Deansgate ward councillors (Cllrs McCaul and Johns);

- Local businesses, including Paintpots Nursery, the Maldron Hotel and the owner of the existing MOT garage to the rear; and
- Local residents.

3.12 To ensure all relevant stakeholders and local residents had the opportunity to view the proposed plans and provide feedback on the scheme, the following engagement methods were undertaken:

- Information shared with immediate neighbours, along with invitations to local businesses to engage in one-to-one briefings;
- Circulation of a consultation leaflet to 1,893 addresses surrounding the site which advertised the website, feedback channels and the webinar;
- A geo-targeted social media advert on Facebook to drive awareness of the consultation;
- Hosting a dedicated project website highlighting various contact methods including a Freephone telephone number and a direct email address; and
- Hosting a live public webinar for local stakeholders to dial into, with a presentation from members of the project team and a question-and-answer session.

1.1 Through the engagement activity, four consultees provided written feedback to the project email, in addition to extensive one-to-one engagement with site neighbours, including Paintpots Nursery and the Maldron Hotel. Several recurring themes have emerged through the consultation process as presented below:

- **Principle of development** – consultees sought clarity on the need for PBSA in the area and why this site is suitable.
- **Design** – consultees were concerned about the impact of the building's height on sunlight and visibility of adjacent properties.
- **Community** – there was a concern regarding the impact the development would have on the neighbouring nursery and a desire to understand how the building would enhance safety and security in the area in light of increased student numbers.
- **Management and operation** – further detail was sought on the amenities that would be on offer to student residents and how noise, litter, crime and anti-social behaviour would be managed once the site was operational.
- **Construction** – assurance on the mitigation measures being put in place to manage the impact on noise and dust levels, as well as the impact on vehicular movements and road access. One consultee also queried whether the access to York Street would be impacted during construction and operation and another wanted to understand what materials were being used.

- 1.2 All feedback received has been considered and analysed in the Statement of Community Engagement, prepared by Turley Strategic Communications, submitted with the application. In addition, a Neighbour Interface Statement has been prepared to demonstrate the efforts made by Jadebricks and measures it has committed to ensure that the development does not unacceptably impact on neighbouring occupiers (and will deliver a number of benefits).

4. Proposed Development

- 4.1 This section provides a summary of the Proposed Development and should be read alongside the submitted plans and Design and Access Statement (DAS) prepared by SimpsonHaugh.
- 4.2 The description of development is as follows:

“Full planning permission for the erection of 15-storey purpose-built student accommodation building, including site preparation works, works over the public highway and associated works.”

Purpose Built Student Accommodation

Use and Amount

- 4.3 The Proposed Development comprises a PBSA (sui generis) development. It will provide 107no. studio units, suited to the Manchester market and modern student expectations and which seek to respond to the both the quantitative and qualitative need (identified and considered in the PBSA Needs Assessment accompanying this application).
- 4.4 In total, the development comprises 4,155 sqm (Gross Internal Area). This includes amenity areas measuring 218 sqm in total (147 sqm of internal amenity space and 71 sqm of external space in a walled garden fronting Charles St).

Figure 4.1: Image of walled garden area showing openings to Charles Street



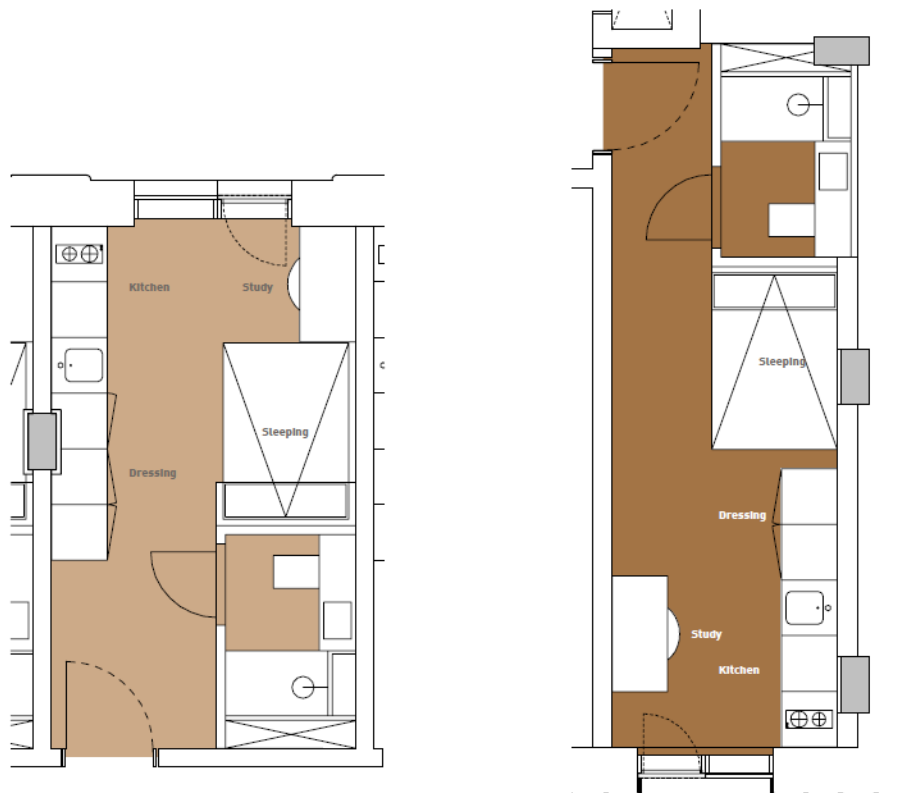
Affordable Student Rent

- 4.5 The Proposed Development will include a proportion of rooms at a discounted affordable rent. This approach is consistent with that taken on a number of recent PBSA schemes approved by MCC. The number of units and level of discount is proposed to be a matter to be agreed with officers during the course of determination.
- 4.6 It is expected that the affordable rent rooms will be offered to any student in full time education at a Manchester Higher Education Institution on a full maintenance loan.
- 4.7 The rooms offered at affordable rent will be of the same size as all other rooms offered to ensure that all residents are treated equally.
- 4.8 It is proposed that this commitment is secured via a Section 106 Agreement which will be provided following submission of this application.

Size of Units

- 4.9 There are no space standards applicable to PBSA developments either nationally or locally. The size of each unit will vary between 18.1sqm for a standard studio, with larger studios ranging between 19.3 and 25.5 sqm. The layouts of typical standard and typical larger studios are shown below.

Figure 4.2: Extract from Design and Access Statement showing typical studio layouts



Accessibility / Adaptability

- 4.10 Six accessible studios are to be spread across levels 9 - 14, equating to 5% of provision. They will be accessible via wheelchair accessible routes 1300mm wide.
- 4.11 The layout and fitout of these rooms will comply with guidance contained within BS8300 and Building Regulations (Approved Document M). The rooms will be adaptable, enabling fit out as large non-accessible accommodation and vice versa.
- 4.12 Accessible rooms will have switches, sockets and controls at a height which is usable by all (between 450mm and 1200mm from the floor). Opening vent panels will also be easy to operate for all and large glazing will provide clear unobstructed views.

Scale, Massing and Form

- 4.13 The development will comprise a 15-storey building rising to 79.705 m (AOD, c. 49.3m in height). The massing of the building will step back from the Charles Street frontage at the 9th floor (responding to the stepped built form of the Maldron Hotel which also steps back from the Charles Street frontage).
- 4.14 The upper floors of the building will cantilever out, oversailing the highway footway on York Street. This will enable the eastern face of the building to be stepped back from the boundary with Bracken House.
- 4.15 There will be a projecting element at roof level, accommodating the lift overrun. An area of plant is also to be provided at roof level.

Architecture and Materiality

- 4.16 The proposal takes a contemporary approach which also references the adjacent architectural styles of the Whitworth Street Conservation Area. The DAS provides further detail on how the design has been refined through pre-application discussions with MCC.
- 4.17 A hierarchy of elevations is proposed, reflective of the approach taken on many of the buildings within this part of the city centre and within the Conservation Area. The building elevations facing York Street and Bracken House would take a more functional approach to the elevational design with a grid of light buff glazed brick and various brick detailing; the western elevation on to York Street would include windows whilst on the eastern elevation brick detailing is proposed, with no windows featuring. The southern elevation fronting onto Charles Street will incorporate materials with green tones, with detailing and textures taking cues from the local building vernacular. Materials would include terracotta panels and cladding.

Figure 4.3: Typical detailing of York Street elevation



- 4.18 The Charles Street elevation will be divided into three sections. The upper volume will include wide panel tiles in a vertical pleated effect; the lower volume would include a finer grain of detailing more readily apparent from street level; and the plinth at the base designed to be read as a mass which supports the building above, particularly the cantilever, with detailing providing visual interest to the street scene.
- 4.19 This detailing includes perforated aluminium panels in a bronze colour, buff-cream glazed bricks and a buff-cream textured facing bricked laid in soldier and stretcher bond patterns. Flush mortar joints with a matching colour will be used. The perforated aluminium panels at ground floor would wrap around ground floor level elevations onto the York Street and Charles Street. These decorative panels would open during the summer months to create visibility into amenity spaces and activities at street level.
- 4.20 The northern elevation (visible from the Whitworth Street Conservation area) would follow the similar tones and proportions to the upper volume of Charles Street, with flat terracotta panels in vertical pleated effect extending up the full elevation creating verticality.

Figure 4.4: Façade detail on the upper volume of Charles Street elevation

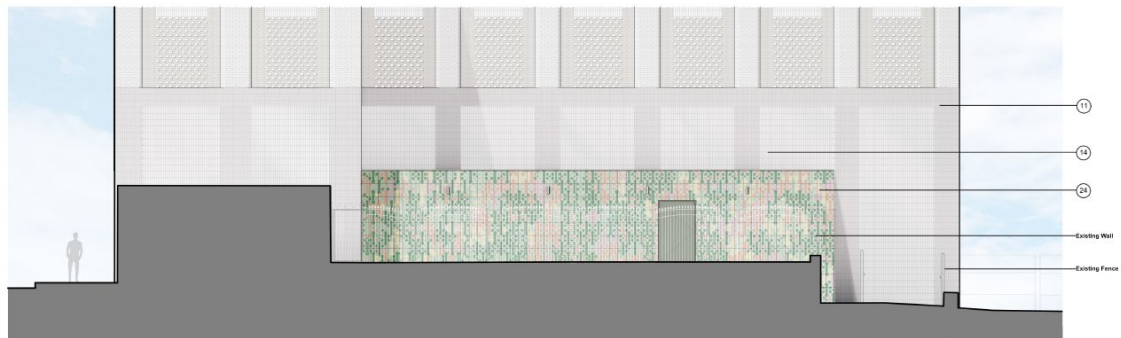


Figure 4.5: Façade detail on lower volume of Charles Street elevation



- 4.21 The east facing elevation will incorporate an area for a tiled mural. This is shown indicatively in the DAS (see **Figure 4.6** below). It is expected that the final design will be developed in consultation with neighbours, particularly mindful of the opportunity to provide additional visual interest adjacent to the nursery's external space. This can be dealt with by planning condition.

Figure 4.6: Extract from DAS showing indicative tiled mural



Operation and Management

4.22 The Proposed Development will be operated and managed by a highly experienced PBSA operator; Jadebricks are in advanced discussions with operators and will provide further details over the course of the determination of the application if in a position to do so. It is expected that there will be a 24-hour on-site staff presence.

4.23 It is anticipated that a detailed Student Management Plan (SMP) will be submitted and approved to the Council prior to operation / occupation of the scheme. The Plan would have a focus on both ensuring the well-being and safety of occupants whilst ensuring that the day-to-day operation of the scheme does not have adverse impacts on the local community in terms of day-to-day comings and goings and particularly move in / move out days. The SMP is expected to deal with the following matters:

- Arrangements for staffing including on-site staff and their areas of responsibility
- Times that the reception desk will be manned and out of hours contact information (if not 24 hours)
- Tenancy management, agreements and handbook / resident information
- Management of post and deliveries
- Wellbeing and pastoral care
- Security and complaints procedure
- Health and Safety

Sustainability / Energy Efficiency

4.24 The Proposed Development sets out to achieve high levels of sustainability. This includes but is not limited to:

- Adopting a lean, clean, green strategy whereby:
 - Passive measures such as glazing and thermal structure are used to minimise energy demand (lean).

- Energy efficient services and plant will provide energy demand (clean).
 - Utilising low or zero carbon energy sources (green).
 - Targeting a BREAAAM 'Excellent' rating as a minimum with an ambition for 'Outstanding'.
 - Utilising an all-electric building services strategy.
 - Air-source heat pumps will be used to meet energy demands (air-to-air heat pumps to provide heating and cooling for the development and an air-to-water heat pump to provide part of the energy requirement for the domestic hot water system).
 - Achieving a 54% carbon reduction (relative to Part L 2010) and 11% against Approved Document L 2021.
 - Reducing embodied carbon to achieve the Royal British Institute of Architects (RIBA) target of less than 643kgCO₂e/m² and achieve the 2030 target of less than 625kgCO₂e/m².
- 4.25 Further details are set out in the DAS, the Whole-Life Carbon Assessment, BREEAM Pre-assessment and Energy Strategy prepared by BPP, which accompany the planning application.

Parking and Accessibility

- 4.26 There will be three accesses into the building from York Street: one each for the entrance lobby, cycle store and bin store. The primary entrance to the development is situated at the corner of York Street and Charles Street. An enhanced and more formalised means of accessing the adjacent nursery is proposed, with a secure front door onto Charles Street and an enclosed approach would be provided from Charles Street.
- 4.27 An existing pay and display parking bay along York Street which provides space for two vehicles to parallel park would be replaced by a dedicated loading bay to serve the development and one on-street disabled parking bay for public use. The proposal will have no standard resident or standard visitor access requirements for vehicles, however in close proximity to the Site there are several existing car parks, including the Euro Car Parks car park to the north of the viaduct (with space for c.240 cars).
- 4.28 The Proposed Development provides 28 secure cycle parking spaces in the form of two-tier racks (equating to c.26% provision). Cyclists will have direct access to the cycle store from York Street.
- 4.29 An Interim Travel Plan (ITP), prepared by Curtins, is submitted as part of the application. The ITP outlines measures to encourage a modal shift and increased use of walking, cycling and public transport. These opportunities are enhanced by the Proposed Development's highly sustainable location within the city centre and its proximity to frequent public transport.

Waste Strategy

- 4.30 A dedicated bin-storage area is proposed at ground floor. It will be accessible from York Street. The size of the bin store is based on standard guidance provided by MCC and will enable dedicated bins to enable the segregation of recyclable and non-recyclable waste.
- 4.31 The development will be provided with 4 x 1,100l Eurobins and 1 x 240l bin, distributed as follows:
- Non-recyclable Waste: 2 x 1,100l bins;
 - Paper, cardboard, and carton Recycling: 1 x 1,100l bin;
 - Plastic, glass, tins, and cans recycling: 1 x 1,100l bin; and
 - Organic Recycling: 1 x 240l bin.
- 4.32 Residents will be responsible for taking waste from the studios to the waste collection area (which will be accessible from within the accommodation, at ground floor). The operator will be responsible for the maintenance and management of the facility, ensuring cleanliness and moving bins to a collection point (and back) on collection days. Twice weekly collections are expected to be required via a private waste collection.
- 4.33 Further details are provided in the Waste Management Strategy (WMS) section of the Transport Statement (Chapter 7). The measures contained within the WMS are expected to be subject to controls to ensure their implementation (either via condition or planning obligation).

Phasing and Delivery

- 4.34 Subject to the receipt of planning permission, construction is expected to start on site in March 2024. These works will comprise the installation of bored piles into the ground. Above ground works will take place thereafter.
- 4.35 Development will take place over a c.18-month period enabling the accommodation to open in time for the start of the 2025/2026 university year (September 2025).

5. Planning Policy Context

- 5.1 This section outlines the key planning policies and guidance applicable to the Proposed Development. It provides the relevant context for the following sections that appraise the acceptability of the Proposed Development.
- 5.2 Section 70(2) of the Town and Country Planning Act 1990 (TCPA) and Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) requires that planning decisions be taken in accordance with the adopted Development Plan unless material considerations indicate otherwise.
- 5.3 The adopted Development Plan comprises:
- The Manchester Core Strategy (CS) (2012)
 - Manchester Proposals Map
 - Saved policies of the Manchester Unitary Development Plan (UDP) (1995)
 - Greater Manchester Waste Development Plan (April 2012)
 - Greater Manchester Minerals Plan (April 2013)
- 5.4 Other material considerations include:
- The National Planning Policy Framework (the NPPF) (September 2023)
 - Resolution of Manchester City Council Executive on PBSA (December 2020)
 - Greater Manchester Housing Strategy 2019 – 2024 (2019)
 - A Greater Manchester Vision for Housing (2019)
 - A Strategic Vision for Corridor Manchester (2015)
 - Corridor Manchester Strategic Spatial Framework (March 2018)
 - Greater Manchester Strategy (2017)
 - Guide to Development in Manchester Supplementary Planning Document (2007)
 - The emerging Manchester Local Plan review
 - Emerging Places for Everyone Plan for Greater Manchester (August 2021 Submission Draft and related modifications)
- 5.5 The CS references and aligns with the NPPF’s ‘presumption in favour of sustainable development’⁶. This means that planning applications that accord with the policies in

⁶ HM Government (2023), National Planning Policy Framework, para. 11

the Development Plan should be approved without delay, unless material considerations indicate otherwise.

5.6 The remainder of this section outlines, on a thematic basis, the key policy considerations of relevance to the Proposed Development, which are as follows:

- Principle of Development
- Achieving Well Designed Places
- Other Technical and Environmental Considerations

Principle of Development

Efficient use of land

5.7 The NPPF requires planning decisions to promote an effective use of land, including the re-development of previously developed (brownfield) land where possible⁷. Substantial weight should be given to the value of using suitable brownfield land, and proposals which will secure the development of under-utilised land should be supported⁸.

5.8 The position established through the NPPF is reflected within the regional and local policy context.

5.9 The CS seeks to reuse previously developed land wherever possible⁹. The Council's target is for 90% of new development to be on previously developed land; in line with historic trends and to ensure a sustainable approach is taken with regard to the use of land as a limited resource¹⁰.

PBSA Policy

5.10 Planning policy on PBSA in Manchester is principally addressed by Policy H12 of the adopted CS. Policy H12 establishes criteria which MCC use to assess all proposed PBSA; this includes themes regarding proximity to university campuses or a high frequency public transport route, positive regeneration impact of proposals and the need for additional student accommodation. For ease of reference the Policy wording is provided in full below:

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

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

2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within

⁷ HM Government (July 2023), Paragraph 119, National Planning Policy Framework

⁸ HM Government (July 2023), Paragraph 120(d), National Planning Policy Framework

⁹ Policy SP1, Manchester Core Strategy

¹⁰ Paragraph 12.88, Manchester Core Strategy

this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.

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

4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.

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

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

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

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

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

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

- 5.11 Manchester City Council's Executive Committee conducted a review of Policy H12 and the delivery of PBSA and considered two reports on this matter in November 2019 and December 2020. The initial Report to the Executive committee summarised recent market changes and outlined an updated context in which proposals for PBSA could be

considered on an interim basis. The report concluded by outlining possible policy ideas for a revised approach to the application of CS Policy H12 criteria.

5.12 After a period of consultation, the December 2020 Report to Executive ('December 2020 Report') provided a summary of the consultation responses and recommended endorsement of the policy ideas outlined in the November 2019 Report (and repeated in the December 2020 Report) to be considered material considerations in the determination of PBSA schemes by the Planning and Highways committee. The Executive resolved to support the recommendation whilst acknowledging that it does not supersede, replace or outweigh Policy H12 as development plan policy.

5.13 The endorsed policy ideas build upon the existing H12 criteria and are briefly summarised below:

- Student accommodation schemes should contribute to delivering regeneration benefits; support employment growth, graduate and talent retention, place making and the city's international reputation.
- The approach needs to be within the context of the approved Corridor Spatial Framework which establishes the principle that development of land in the ORC should prioritise commercial or educational/research use. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.
- To meet the needs of students, stabilise rental growth and provide an affordable accommodation offering, a more diverse pipeline of new PBSA is needed.
- All PBSA must be of a high quality, providing a high standard of living, within close proximity to the city's Higher Education Institutions.
- PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring student accommodation is delivered in safe and secure locations, and with appropriate management and facilities. Location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students.
- All new PBSA development to adopt the principles in the following codes of practice; 1) The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation, 2) The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments, 3) The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishment.
- Consideration of place making opportunities to contribute to the management of areas in which the proposed PBSA is located.
- 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 ORC area and the wider city centre.

- Given the current climate emergency and Manchester’s commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport. This supports existing green travel plans.

Manchester as a World City

- 5.14 The vision for Manchester, in accordance with the NPPF’s economic sustainability objective¹¹, is to have a growing economy and to be in the top rank of European and world cities¹². Not only is this emphasised throughout MCC’s commentary on the changing context of the city in relation to PBSA, but also across numerous key policy documents, including the CS, the Oxford Road Corridor Manchester Strategic Spatial Framework¹³, North SRF¹⁴, the Greater Manchester Strategy¹⁵, the Manchester Strategy¹⁶ and Manchester’s Economic Recovery and Investment Plan¹⁷. In addition, the draft Places for Everyone Plan (‘PfE’) ¹⁸ for Greater Manchester places great weight on the continued economic growth of the city centre in delivering Greater Manchester’s ambition of becoming a top global city. This is discussed further below.
- 5.15 The aspiration for Manchester to build upon its already significant international profile and be amongst the leading cities of the world is entirely consistent with the NPPF and the Levelling Up agenda. The NPPF advises that significant weight should be placed on the need to support economic growth and productivity¹⁹.
- 5.16 Further to this, the draft PfE acknowledges that in order for Greater Manchester to ‘flourish’ it will need to make the most of its key assets and advantages to help differentiate it from other places. PfE subsequently recognises that one of these key assets includes *“the universities and the knowledge economy, with a high concentration of students, research activity and scientific institutions. The Oxford Road Corridor is an internationally important location in this regard...²⁰”*. It goes on to note that significant investment in these locations and assets will be provided to strengthen them.
- 5.17 The economic role of the Core Growth Area, within which Manchester city centre is located, is recognised through draft PfE Policy JP-Strat 1. It states that the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in jobs and providing opportunities for local communities. Further, Draft PfE Policy JP Strat 2 confirms the role of the city centre as *“the most significant economic location in the country outside of London will be strengthened considerably.²¹”*. It is also recognised that there is a *“significant opportunity to maximise the use of previously*

¹¹ HM Government (July 2023), Paragraph 8a, National Planning Policy Framework

¹² Manchester City Council (2012), ‘Core Strategy’, para. 4.1

¹³ Oxford Road Corridor Partnership (2018), Oxford Road Corridor Strategic Spatial Framework

¹⁴ North Campus (also known as ID Manchester) Strategic Regeneration Framework (May 2017)

¹⁵ GMCA (2017), ‘Greater Manchester Strategy’, para 1.1

¹⁶ Manchester City Council (2016), ‘Our Manchester –The Manchester Strategy’, pg. 34

¹⁷ Manchester City Council, Manchester’s Economic Recovery and Investment Plan (2020)

¹⁸ Whilst Places for Everyone cannot be given full weight in planning decisions, as it does not yet form part of the adopted plan for Manchester, it would be unlawful to give it no weight. Further, given the advanced stage reached in the examination of the plan and the clear direction given by the inspectors in respect of dealing with objections and compliance with national policy, it is reasonable to give Places for Everyone, as modified by the proposed schedule of main modifications, substantial weight in the determination of this application.

¹⁹ HM Government (July 2023), Paragraph 81, National Planning Policy Framework

²⁰ GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 45, paragraph 4.3

²¹ GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 52

*developed land*²² to help facilitate the delivery of a range of new homes so people can live close to jobs, education and amenities. The ambition to ensure the continued economic growth of Manchester city centre, particularly, the role universities have in developing Manchester and Greater Manchester as a globally important city and city region, is clear.

- 5.18 The area around the Proposed Development site is already undergoing transformational change which will result in a shift in scale in this part of the city. This is primarily being led by the aforementioned Strategic Spatial and Regeneration Frameworks which are summarised below.

The Corridor Manchester Strategic Spatial Framework

- 5.19 The site is located within the 'Corridor Manchester', which is identified as a strategically important economic contributor and key growth area within the city. The Corridor Manchester Strategic Spatial Framework (CMSSF) recognises the importance of the city's educational institutions in helping Manchester achieve world-renowned status as a destination of choice for students across the globe.
- 5.20 Ensuring the delivery of infrastructure suitable for world-renowned Higher Education Institutions and city is therefore pivotal for the delivery of the overarching vision. This is further reflected in the CMSSF:

*'The investment of the universities and their recognition as world-class institutions will undoubtedly result in an increasingly greater student intake from outside of the region and internationally. This will drive demand for new student residential accommodation within the Corridor, in locations that are within a reasonable walking distance to the heart of the universities, over the lifetime of the strategy. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision'*²³.

- 5.21 The SSFW seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the UoM, MMU and the Northern College of Music. These educational institutions are world renowned, and Manchester is recognised as a destination of choice for students across the globe.
- 5.22 This concentration of students is very evidently a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.
- 5.23 However, Manchester is operating in a highly competitive higher education market. The city must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. This is a

²² GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 52, para 4.29
²³ Corridor Manchester Strategic Spatial Framework, June 2017 (paragraph 3.58)

key objective of the investment plans outlined by the universities. As at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester.

- 5.24 This will require continued investment in the infrastructure which supports the student population and the knowledge economy. This will include investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation and space for businesses with a natural attraction to the area to operate.
- 5.25 The CMSSF provides strategic policy support for new student accommodation in the Corridor, though places a number of important parameters to this, including:
- Where compliance with Policy H12 of the Manchester CS is achieved and development is in line with evidenced demand.
 - Where it supports Corridor Manchester's overall range of uses and vitality as well as facilitating investment in infrastructure to support wider regeneration objectives.

Other Relevant Spatial / Strategic Regeneration Frameworks

- 5.26 Other SRFs of relevance to the changing context around the site, include the North Campus SRF / ID Manchester. The Site lies to the west of the North Campus SRF area, within which UoM are bringing forward 'ID Manchester'. ID Manchester will be an innovation district comprising a mixed-use city centre neighbourhood, the vision for which is to *'provide a world-class centre for innovation, driving skills, new ideas and economic growth and opportunity for Manchester²⁴'*. Over its lifetime ID Manchester has the potential to deliver:
- Over £1.7bn investment in Manchester
 - Over 2m sq. ft of innovation and commercial space
 - Over 10,000 new jobs
 - Over 1,500 new homes
- 5.27 The SRF also aims to create new public spaces that are dynamic, lively, safe, and accessible to all.
- 5.28 The close proximity of the Site to the above regeneration areas presents an opportunity for the Proposed Development to contribute to their realisation and support and complement the proposals within the area.

Achieving Well Designed Places

- 5.29 The NPPF confirms that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve, and good design is a

key aspect of sustainable development²⁵. Development should be visually attractive and add to the overall quality of the area by being sympathetic to local character, establishing a strong sense of place and optimising the potential of the site, whilst creating places which are safe, inclusive and accessible²⁶.

5.30 The objective to achieve well-designed places is also reflected in local planning policies. In particular, the CS²⁷ seeks to ensure that all new development across the City:

- Makes a positive contribution to creating neighbourhoods of choice including:
 - Creating well-designed places that enhance or create character;
 - Making a positive contribution to health, safety and wellbeing of residents;
 - Considering the needs of all members of the community, and
 - Protecting and enhancing the built and natural environment.
- Minimises emissions, ensures efficient use of natural resources and reuses previously developed land wherever possible, and
- Improves access to jobs, services, education and open space by being located to reduce the need to travel and providing good access to sustainable transport provision.

5.31 All new development in Manchester is required to follow seven principles of urban design²⁸, as follows:

- Character: a place with its own identity;
- Continuity and enclosure: a place where public and private places are clearly distinguished;
- Quality of the public realm: a place with attractive and successful outdoor areas;
- Ease of movement: a place that is easy to get to and move through;
- Legibility: a place that has a clear image and is easy to understand;
- Adaptability: a place that can change easily, and
- Diversity: a place with variety and choice.

5.32 The CMSSF confirms PBSA schemes should deliver ‘added value’ beyond simply the numerical provision of accommodation. Design is encouraged to reflect and showcase

²⁵ HM Government (July 2021), Paragraph 126, National Planning Policy Framework

²⁶ HM Government (July 2021), Paragraph 130, National Planning Policy Framework

²⁷ Policy SP1, Manchester Core Strategy

²⁸ Policy EN1, Manchester Core Strategy

the world-leading activities and opportunities within the ORC and at the Universities, thus enhancing the public realm through well-planned and designed streetscape.

- 5.33 The Guide to Development in Manchester SPD recognises the importance of design in delivering sustainable development across the city. The SPD provides a set of reasoned principles to guide developers and designers in terms of the development which Manchester desires.

Development Management and Technical Considerations

- 5.34 The NPPF, CS and UDP contain a number of ‘development management’ policies which relate to technical and environmental considerations. Those of relevance to this application require new developments to:

- **Access and Transportation** - CS Policies T1 and T2 seek to support proposals that improve choice by developing alternatives to the car, improving pedestrian routes and the pedestrian environment and facilitating modes of transport that reduce carbon emissions²⁹. All new developments should be easily accessible to good public transport links to the city centre and Regional Centre³⁰.

The NPPF confirms that significant development should be focused within locations which are, or can be made, sustainable through limiting the need to travel and offering a genuine choice of transport modes³¹. When considering planning applications, local authorities should ensure that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved, and any significant impacts on the transport network can be mitigated³².

- **Air Quality** - CS Policy EN16 confirms that development proposals must include measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. The NPPF also requires that proposals must prevent contributing to or be adversely affected by unacceptable levels of pollution, including air pollution³³.
- **Biodiversity and Arboriculture** - CS Policies EN15 and EN9 and the NPPF make clear that proposals must aim to conserve and enhance biodiversity, and encourage opportunities to incorporate biodiversity in and around developments and integrate proposals with local habitats. The Council’s objective is to protect and conserve the city’s existing tree and woodlands with the aim for a net increase in trees across the city³⁴.
- **Flood Risk and Drainage** - CS Policies EN4 and EN14 include reference to flood risk and new development. These policies and the NPPF require that proposals should be directed away from areas which are at the greatest risk of flooding;

²⁹ Policy T1, Manchester Core Strategy

³⁰ Policy T2, Manchester Core Strategy

³¹ HM Government (July 2023), National Planning Policy Framework, para. 105

³² HM Government (July 2023), National Planning Policy Framework, para. 110

³³ HM Government (July 2023), National Planning Policy Framework, para. 174

³⁴ *Ibid*

and where development is permitted, local planning authorities should ensure flood risk is not increased elsewhere³⁵. CS Policy EN17 also requires developers to avoid any adverse impact on water quality, including during the construction phase.

- **Ground Conditions** - CS Policy EN18 requires developers to consider the potential risks from ground conditions and, if necessary, incorporate mitigation measures to address them. The NPPF is clear that planning decisions should ensure that sites are suitable for its new use taking account of ground conditions, land instability, and any proposals for remediation³⁶.
- **Sustainability** - The NPPF and Core Strategy Policies EN4, EN6, EN8 and EN9 confirm that new development should be adaptable to climate change in terms of design, layout, siting and function of both buildings and external spaces. Regard should be had to minimising flood risk, the use of Green Infrastructure and the opportunity to provide linked and diverse green space.
- **Waste** - CS Policies EN19 and DM1 promote sustainable forms of waste management. The CS recognises that waste management is a key issue for the City and requires developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on-site wherever possible.

Summary of Key Policy Issues of Relevance

- 5.35 National planning policy sets out a presumption in favour of sustainable development, which confirms that development that accords with relevant policies in an up-to-date development plan should be granted planning permission without delay.
- 5.36 The CS policy of principal importance, Policy H12, is a permissive policy whereby proposals will be supported if it can be demonstrated that they meet specific criteria. The recent Executive committee resolution on PBSA provides further considerations and context but does not supersede Policy H12.
- 5.37 In addition, prevailing policy recognises the critical role that the Higher Education Institutions play within the city. They sustain, support and further the economic performance of the city which is recognised through the role of the Corridor as a strategically important economic contributor and key growth area within the city.
- 5.38 The CMSSF supports the development of the critical infrastructure which needed to support the long-term success of the Corridor and the educational institutions which are the focal point for the economic activity within this key location.
- 5.39 The principle of purpose-built student accommodation in the City Centre is supported, subject to proposals meeting specific criteria (addressed in full at Chapter 6).

³⁵ HM Government (July 2023), National Planning Policy Framework, para. 159

³⁶ HM Government (July 2023), National Planning Policy Framework, para. 183

- 5.40 The NPPF and local planning policies require development to be of high-quality design, and to have regard to the prevailing character with the surrounding area, including the retention and improvement to assets with a heritage value.
- 5.41 Furthermore, policies in the CS and NPPF encourage development on previously developed land and development in locations that are accessible by a wide range of sustainable modes of transport, and do not have unacceptable impacts on the environment.

6. Planning Appraisal

6.1 This section evaluates the proposals against the planning policy context as summarised in the preceding section. It focuses first on what are regarded to be the principal considerations of relevance to the principle of the development, before turning to more detailed matters regarding the proposal's compatibility with its site and surroundings, as informed by the accompanying suite of technical assessments. In so doing, the policies of the Development Plan are addressed alongside other material considerations, including national policy and local non-statutory policy documents.

6.2 In light of the preceding section, the principal issues to consider are outlined below and addressed in turn:

- Principle of development
- Achieving Design Quality
- Technical and Environmental Considerations
- Benefits resulting from the Proposed Development

Principle of Development

Land Use Designations

- 6.3 The Site is located within the Regional Centre and City Centre areas of the adopted CS, subject to Policies EC3 and CC1 to CC10.
- 6.4 The Proposed Development would comply with the requirements of Policies EC3, CC3 and CC6, as well as Policy H5, by providing a high-density form of residential development, making efficient and effective use of an under-utilised site and complementing the mixed-use character of the area and taking advantage of the site's highly accessible location. It will add to the vibrancy and diversity of this part of the Regional Centre, providing accommodation to support a growing student population in a well-managed scheme, well located in relation to the university campuses.
- 6.5 It is therefore considered that the principle of development with respect to land use and a higher density form of development is acceptable.

Contribution to the City Centre and Corridor Manchester

- 6.6 The Proposed Development will support the City's strategic growth ambitions as expressed within the Core Strategy, the Corridor Manchester Strategic Spatial Framework (March 2018); the Greater Manchester Strategy (2017) and a Strategic Vision for Corridor Manchester (2015), by:
- Providing a quality and range of additional student accommodation (including at discounted rental levels) which will support the Universities ability to continue to attract high calibre students to the City Centre in a globally competitive higher education market.

- Providing an environment where students can thrive in their studies and improving the quality of educational outcomes for Manchester's future resident population.
 - Supporting the long-term viability and sustainability of the City Centre's residential communities by providing quality student accommodation which can reduce reliance on the mainstream housing market to meet students' accommodation needs, helping to manage price increases and address neighbourhood management issues which can arise through an overconcentration of student occupation of mainstream housing in a single area.
- 6.7 The development will help to deliver the accommodation infrastructure needs to attract students and business to Manchester and which matches its reputation as a world class place to study and work.
- 6.8 The PBSA proposals will ensure Manchester remains competitive on a global higher education stage and is able to maintain and grow its popularity as a place to study, which underpins the current and future success of the universities as the drivers of growth within the Corridor. Securing this outcome is very evidently critical to the success of Corridor Manchester.
- 6.9 Beyond this the Proposed Development is aligned with a number of other objectives for Corridor Manchester³⁷:
- The development will regenerate an under-utilised and unattractive site, which current detracts from the environmental quality of this part of the City Centre and Corridor, with a building of high-quality design quality; enhancing the quality of the ORC.
 - The development will support the Spatial Framework's encouragement of increasing the density and densification of sites in order to deliver the objectives of the Framework.
 - The development would be sustainable and incorporate technologies and design features to increase energy efficiency and reduce carbon emissions.
 - The development will assist in broadening the range and raise the standards of housing provision in the City Centre.
- 6.10 These important attributes of the development will support the overarching objectives for the Corridor and realisation of the aspiration for this to become '*Manchester's cosmopolitan hub and world-class innovation district...*'.

Purpose Built Student Accommodation and Compliance with Core Strategy Policy H12

- 6.11 Planning policy for PBSA in Manchester is principally addressed by Policy H12 of the CS. Policy H12 establishes criteria which the City Council uses to assess all proposed PBSA development.
- 6.12 Policy H12 is a permissive policy in that it lends its support to PBSA development within the city provided it satisfies the criteria of the policy. It therefore follows that if each of the criteria are met, the proposals benefits from the support of Policy H12.
- 6.13 As assessment against the criteria set out in Policy H12 of the adopted Core Strategy is presented below:

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

- 6.14 The Site is located within the ORC easy walking distance of Oxford Road and the UoM and MMU campuses, as well as other higher education establishments such as the Royal Northern College of Music.
- 6.15 Oxford Road is located approximately 100 m from the site and provides the main north-south arterial road linking the main university campuses with the City Centre. Bus stops on Oxford Road, approximately 150 m from the site provide regular services south along Oxford Road to the Universities. These services all operate at regular intervals (no more than 10 minutes) throughout the day.
- 6.16 The main MMU campus is located approximately 300m to the south of the site. The main UoM campus is located approximately 650m to the south.
- 6.17 All campuses are accessible by foot or cycle within 'close proximity', and despite the supporting text of Policy H12 defining close proximity as within 500m (as found within the now revoked Planning Policy Statement 4), it has been confirmed³⁸ that supporting text is not policy. Consequently, the 500m distance can be disregarded and instead close proximity is to be determined by available walking routes and their likely timings, whereby it is not unreasonable to expect students to walk around 25 minutes from the accommodation to the University. The walking distance to the main MMU campus is less than 5 minutes and the northern part of the UoM campus can be reached in just over 10 minutes.
- 6.18 The first criterion of Policy H12 is therefore satisfied.

2) The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed Schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required for Policy EN5

- 6.19 The only decentralised energy infrastructure within the Regional Centre is understood to be the Civic Quarter Heat Network which is so far connected to the Town Hall Extension and Central Library, Heron House, Manchester Central Convention Centre and Manchester Art Gallery only. Due to this limited coverage and distance, it is not

considered that within the foreseeable future the network will extend to additional sites within the ORC.

6.20 The Proposed Development has ensured sustainability is integral its design. As set out in Section 4 of this statement, the Proposed Development would be built to high sustainability standards, including passive measures such as glazing and thermal structures being used to minimise energy demand, and low or zero carbon energy sources will be used. This includes the use of air source heat pumps. The development will achieve a BREAAAM “Excellent” rating as a minimum with an ambition for “Outstanding”. Overall the building will achieve a 61% carbon reduction and a 48% reduction in energy demand.

6.21 As far as it is relevant, the second criteria of Policy H12 (and the purpose behind it) would be satisfied.

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

6.22 The Proposed Development is located in a mixed-use area where existing residential (student and non-student) development exists, alongside supporting facilities and other uses which reflect its prominent and accessible location in the City centre (e.g. food and drink uses, hotel and cultural and visitor attractions).

6.23 The area is a popular location for students and non-students alike and, to this end, is an appropriate location for additional student accommodation. Most notably, the development is entirely compatible with the area, its existing uses and the vibrancy that characterises this location.

6.24 The development will be provided at high density, reflecting its highly sustainable location close to public transport connections and everyday services. The site’s prominent location within the ORC and city centre lends itself to very high-density development in order to make the most efficient and effective use of the site.

6.25 On the basis of the site’s highly sustainable location, the Proposed Development will not include any standard resident or standard visitor access requirements for vehicles. An on-street disabled parking bay will be provided.

6.26 The third criterion of Policy H12 is therefore satisfied.

4) Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents

6.27 There are significant positive regeneration impacts arising from the Proposed Development, as summarised below.

Supporting Manchester's Higher Education Offer

- 6.28 The policy context presented in this Planning Statement recognises the critical role that the Higher Education Institutions play within the City Centre. They sustain, support and further the economic performance of the city, in turn conveying significant social benefit. They are equally recognised as crucial to the city's recovery from the Covid-19 crisis.
- 6.29 The provision of high quality, affordable and well-managed student accommodation is an essential component in sustaining the appeal of those Higher Education Institutions in what is a very competitive market. Sufficient high-quality provision is critical to the city's universities being able to attract and retain the best talent.
- 6.30 As addressed in relation to a separate criterion below, there is a significant mismatch between supply and demand, and a pressing need to deliver additional PBSA. The proposals will make a notable contribution to the supply, with high-quality and managed accommodation in a sustainable and attractive location. By making this contribution and helping to increase and improve the accommodation offer, the Proposed Development will support the appeal of the Higher Education Institutions and their continued essential contribution to the city's economy.

Providing housing choice and supporting 'recovery' of mainstream housing stock

- 6.31 The mismatch between supply of and demand for student accommodation within Manchester, evidenced further below, has generated a significant issue within the city in respect of the occupation by students of mainstream housing stock. There are more than twice as many students at the Higher Education Institutions than there are bedrooms in purpose-built accommodation. Allowing for a small proportion of students living at home, the balance is necessarily made up of properties in the private rented sector.
- 6.32 Whilst this will always be a feature of any successful university city, the issues this generates are numerous: reduced availability and affordability of housing stock; lack or absence of management; no oversight of student wellbeing; students exposed to poor landlord practices; impact on amenity of neighbours by being interspersed with mainstream housing. Whereas, high-quality, well managed PBSA represents a means of addressing all of these issues.
- 6.33 To reduce this 'claim' on the mainstream housing stock and all the associated issues this brings, it is necessary to provide an attractive and realistic alternative. Increased supply of PBSA represents a key solution, in a form, at a price point and in a location which students can and would choose instead.
- 6.34 The high standard of accommodation, amenity offered and its prime location, provides an attractive and realistic alternative to a good proportion of the private rented stock which students are otherwise reliant on. The proposal will both serve to reduce the supply deficiency (which in itself reduces pressure on mainstream housing stock) and offer essential choice. In so doing, it reduces pressure on the housing stock, reduces the prospect of additional mainstream housing being occupied by students and creates the opportunity to revert mainstream housing back to the mainstream market.

6.35 The Socio-Economic Regeneration Benefits Statement submitted with the planning application assesses that the up to 36 homes in student HMO use could be freed-up by the Proposed Development. Those freed-up homes could provide accommodation for around 90 new residents.

6.36 This is a key regeneration benefit of the Proposed Development.

The Regeneration of an Under-Utilised Site

6.37 The site is located in a gateway area to the Regional Centre, close to a number of assets to the City Centre, including hotels, such as the Kimpton and Maldon, and significant new residential development at Circle Square. The site's current state detracts significantly from these surrounding assets and therefore reduces the quality of this gateway area to the Regional Centre, as well as the adjacent Whitworth Street Conservation Area.

6.38 The Proposed Development would regenerate the site, delivering a building of high-quality architectural design that complements the existing surrounding buildings and the historic character of the adjacent Conservation Area. This would enhance the visual appearance and character of the area.

Compatibility with, and Contribution to, the Neighbourhood

6.39 The Proposed Development has been designed in such a way to be respectful of its existing residential context so as to avoid local amenity impacts. Jadebricks is also proposing additional measures to ensure compatibility with neighbouring businesses; further details can be found in the Neighbour Interface Statement.

6.40 The Proposed Development has also been designed taking a similar approach to other developments in the area, with elevations of different materials and colours. This will ensure that the building is an appropriate design response to its surrounding context, including the adjacent Conservation Area.

Economic and Social Benefits

6.41 The Proposed Development will trigger significant investment within the City Centre and will have a positive impact on regeneration in the wider area. As illustrated in Section 7 of this Statement and the Socio Economic Regeneration Impact Statement submitted with the planning application, there would be a number of economic and social benefits of the development during both its construction and operation, the following:

- Construction phase:
 - Direct creation of on average 45 FTE jobs over 1.5 years;
 - A net additional contribution of £6 million GVA to the Greater Manchester economy, including £4.9 million concentrated in Manchester;
- Operational phase:

- Expenditure of £350,000 per academic year generated by 107 students, with their visitors contributing a further £60,000, with a significant proportionate of this being spent locally;
- Student and visitor expenditure has the capacity to support 2 jobs locally in the hospitality and retail sectors;
- The creation of appropriately 5 FTE employment opportunities to support the ongoing operation of the PBSA generating gross direct GVA contribution of £200,000 to the Greater Manchester economy;
- Through the freeing-up of student HMOs for general housing use (as referred to above), the Proposed Development could indirectly generate up to £670,000 expenditure and 5 jobs in the retail and leisure sectors from new occupants of former student HMOs; as well as around £50,000 per annum in Council Tax revenue from non-student occupants of former student HMOs

6.42 On the basis of the above, the Proposed Development satisfies Criterion 4 of Policy H12.

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

6.43 The application is accompanied by a Crime Impact Statement (CIS), which has been prepared by Greater Manchester Police's Design for Security team. The CIS confirms that the Proposed Development is capable of achieving Secure by Design accreditation.

6.44 The development would provide natural surveillance in the locality and animate the street scene. The occupation of the ground floor by the residential reception and management uses would be essential to this, helping to discourage anti-social behaviour.

6.45 A detailed SMP will be submitted to and approved by the Council prior to the operation / occupation of the scheme (and can be secured by condition). This would demonstrate how the well-being and safety of occupants of the building will be ensured, and will provide measures to ensure that the day-to-day operation of the development would not have adverse impacts on the local community. It is expected that the SMP would encompass the principles set out in Section 4.

6.46 The Proposed Development therefore satisfies Criterion 5 of Policy H12.

6) Consideration should be given to the design and layout of student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there are no unacceptable effects 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

- 6.47 The rationale and justification for the proposed site layout and design of the Proposed Development is presented in the Design and Access Statement.
- 6.48 It describes the physical context of the site and the significant extent of development that has taken place in recent years (and is continuing) as part of the ongoing regeneration of this part of the city centre. This degree of change is an inevitable outcome in this urban context.
- 6.49 The development is designed so as to minimise overlooking of adjacent residential uses (notably Bracken House), and as explained later in this statement, there would be no unacceptable amenity issues arising from noise or vibration, changes to the wind microclimate or through the loss of daylight or sunlight in the urban context described in the preceding paragraph.
- 6.50 The Proposed Development would also have amenity benefits for the adjacent nursery use. The current access to the nursery is through the site via a ramped access between the site hoardings. That access is not well illuminated or overlooked, and may be perceived to be unsafe. The Proposed Development would provide a new permanent access to the nursery through the development with a security controlled front entrance onto Charles Street.
- 6.51 The requirements of Criterion 6 of Policy H12 are therefore met.

7) Where appropriate proposals should contribute to the reuse of Listed Buildings and other buildings with a particular heritage value

- 6.52 There are no listed buildings on the site. As such this criterion is not directly relevant to the consideration of the application.
- 6.53 However, the Proposed Development would redevelop an under-utilised site that detracts from the character of the adjacent Conservation Area. Further information on the heritage impacts of the Proposed Development are set out in the Heritage Statement and are summarised later in this statement.
- 6.54 Whilst not directly applicable, generally the intent of Criterion 7 of Policy H12 is satisfied.

8) Consideration should be given to the provision and management of waste disposal facilities, that will ensure waste is disposed of in accordance with the waste hierarchy set out in Policy EN19 with the development at an early stage

- 6.55 Suitable waste storage areas are proposed within the development, at ground floor. The area has been sized according to guidance provided by MCC and includes dedicated provision for segregated recycling and general (non-recyclable) waste and suitable collection regime will be put in place via a privately contracted licensed waste collector. Twice weekly collections are expected to be required.

6.56 A Waste Strategy is included in the Transport Statement submitted with the planning application. Full details of the approach waste management will be subject to controls (via planning condition and/or obligation) and approval of a separate detailed waste management strategy if necessary.

6.57 Criterion 8 of Policy H12 is therefore satisfied.

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

6.58 In respect of the need for additional student accommodation, this has been recognised by the City Council in its report of PBSA to the Executive Committee. It is acknowledged within those reports that present levels of PBSA available to support student population and the limited investment in PBSA over recent years is causing a series of issues for the City.

6.59 Those include driving rents upwards such that Manchester is one of the most expensive UK cities for PBSA; and students increasingly occupying mainstream housing stock. The latter has an impact on the availability and affordability of housing to meet local residents' needs, significantly reduces Council Tax revenue through student exemptions, and creates issues in terms of effective management (with consequential impacts on amenity, neighbourliness, etc).

6.60 MCC has acknowledged that there is a need for additional PBSA in order to help overcome these challenges. This acknowledgement of need in itself satisfies the first element of this criterion.

6.61 The Proposed Development would deliver 107 student beds, which would bolster pipeline supply and provide considerable ease of pressure on current student accommodation strains. This is achieved in the context of there being a finite number of sites which can accommodate PBSA in a sustainable manner given the need for these to be located close to the universities and associated facilities and services. Further, this increase in beds will be achieved in the short-term (within 2 years) and so providing a short-term response to the pressing need which is identified.

6.62 The application is supported by a Student Needs Assessment, prepared by Cushman and Wakefield. This demonstrates that the city-wide student to bed ratio stands at 2.04:1, meaning that 27,884 students with a requirement for a bed are currently unable to access one in PBSA. The demand-supply balance in Manchester continues into 2023, as more students are being forced into the HMO market as demand continues to outstrip supply. The prospective development pipeline currently stands at 10,187 beds, but only 49% of that pipeline has planning permission. This pipeline is insufficient to meet demands and Cushman and Wakefield's modelling shows that without significant development, more students will be forced into the private housing market.

6.63 This points to clear evidence of a continued and growing reliance on non-PBSA accommodation in the City by students. This means family and other forms of housing is being occupied by students preventing working households from accessing this stock.

- 6.64 Not only does this have a detrimental impact on the housing market, contributing to inflating prices in the private rental sector, it also has an adverse impact on affected communities, with students living in accommodation not best suited to their needs. Providing high-quality purpose-built student schemes such as that proposed can support the effort to return non-PBSA residential accommodation to the mainstream market and the long term sustainability of affected communities.
- 6.65 This is an issue in the City Centre with a number of residential blocks being heavily occupied by students. The City Council's 2019 report on this matter to its Executive Committee meeting of November 2019 stated as follows:
- "Student exemptions at recently developed city centre schemes such as Cambridge Street have continued to increase (recording a significant jump from 34% June 2017 to 56% June 2018). Similarly Trinity Court on Higher Cambridge Street (Oxford Road South) where average 2bed rents are relatively affordable at £811 (2019), 53% of flats are currently student exempt. This suggests that without an enhanced and sustained pipeline of new PBSA development, many mainstream housing developments, will continue to be occupied by students and therefore remain exempt from Council Tax (despite - in the case of Cambridge St - hosting 90%+ band D and E properties)."*³⁹
- 6.66 The aforementioned schemes are located in the general vicinity of the application site at the northern end of Oxford Road.
- 6.67 In addition, the Student Needs Assessment prepared by Cushman and Wakefield shows that in 2022/23, Manchester's income from Council Tax was reduced by over £18 million due to student exemptions.
- 6.68 The principal means of resolving this issue at the Council's disposal is to support the provision of additional PBSA in the right locations and where evidence shows students choose to live. As a response this can deliver multiple benefits in both ensuring students' accommodation and wider support needs are properly met via forms of accommodation which are built and managed around them whilst supporting a release of private rented stock to the mainstream housing market and freeing up housing for working households.
- 6.69 Up to date evidence therefore supports the Council's recognition of the need for additional PBSA provision in Manchester.
- 6.70 In respect of the second alternative within the criterion, there is no formal agreement with a higher education provider for the supply of bedspaces; only initial discussions have been held with UoM. As this is an alternative means of satisfying the criterion, the absence of any agreement is not detrimental.
- 6.71 The Proposed Development therefore satisfies Criterion 9 of Policy H12.

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

- 6.72 The Proposed Development would be delivered by Jadebricks. As set out in Section 3 of this Statement, Jadebricks has delivered a number of successful developments across the UK. It secured planning permission for a 117-bed part-hotel on Oldham Street in Manchester in 2023 and intends to deliver that scheme shortly.
- 6.73 Discussions are ongoing between Jadebricks and potential operators of the development but the selected operator will be an established and experienced PBSA operator. The operator will be responsible for the day-to-day management of the accommodation and is expected to put in place appropriate management and safeguarding procedures (some of which will be subject to conditions requiring approval of details by MCC, e.g. Student Management Strategy and Waste Management Strategy).
- 6.74 A full design team is assembled, the applicant is well advanced in selecting a principal contractor, and the intention will be to start construction as soon as planning permission is granted, in full confidence there is strong market demand.
- 6.75 Criterion 10 of Policy H12 is therefore satisfied.

Purpose Built Student Accommodation Emerging Policy

- 6.76 A new Local Plan for Manchester is currently being prepared to sit alongside the subregional Places for Everyone development plan. A draft of the emerging Local Plan was expected to be consulted on in summer 2023 but this has been delayed. In the meantime, the Council's Executive Committee made a resolution relating to the development of PBSA in December 2020 which builds on the criteria of policy H12 and is a material consideration with respect to the Proposed Development. The following subsection therefore provides commentary on consistency with the 2020 resolution.

a) Student accommodation schemes should contribute to delivering the city's regeneration objectives; support employment growth, graduate and talent retention, place making and the city's international reputation.

- 6.77 The Proposed Development would deliver a large number of high-quality PBSA units, for which there is a pressing immediate and medium term need in Manchester in order to support the upward growth trend of the city's universities, attract new students and to address pre-existing structural issues in the city's PBSA offer. This is particularly important given there are a number of other cities with a greater quantum of PBSA schemes than Manchester but with smaller student populations (namely Liverpool and Sheffield).
- 6.78 The Proposed Development would contribute to Manchester's regeneration objectives by contributing to the ORC, a key component of the city's economy.
- 6.79 The colocation of various internationally recognised educational and health institution alongside associated accommodation has given the area an enviable reputation and supporting its ongoing growth through individual and cumulative developments has a significant positive impact on the city as a whole.

- 6.80 The economic benefit infographic contained within the Socio-Economic Regeneration Impact Statement sets out the direct benefits of the scheme including £670,000 in retail and leisure expenditure, supporting five permanent jobs alongside an economic output of £6 million in GVA through the construction period.
- 6.81 As discussed above, the Proposed Development could help to lessen demand from students for traditional shared housing (HMOs) in turn freeing up traditional properties for families and first-time buyers and resulting in additional Council Tax revenues. The return of traditional houses to family occupation could also assist in improving standards of residential amenity in many of the city's neighbourhoods which has been eroded over time through over-concentration of unmanaged HMO's.

b) The approach needs to be within the context of the approved Corridor Spatial Framework which establishes the principle that development of land in the Oxford Road Corridor should prioritise commercial or educational/research use. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.

- 6.82 The application is within the ORC area. It benefits from excellent public transportation links and is within a walking distance of the UoM and MMC campuses.
- 6.83 Through introducing modern and high-quality accommodation for the city's universities the Proposed Development would contribute to the vision of the Oxford Road Corridor's to become '*Manchester's cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe's leading cities*'.
- 6.84 By virtue of developing a vacant site with new PBSA the Proposed Development makes effective use of land and would not result in the loss of land utilised for or best suited for the development of commercial, educational or research uses which shall remain focused on the UoM campus and along Oxford Road itself.
- 6.85 The Proposed Development is of a suitably high density that would make a substantial contribution to PBSA need in a sustainable location, enhancing the overall offer and contributing to the viability and growth of Manchester's universities. The Proposed Development therefore satisfies Criteria point b.

c) To meet the needs of students, stabilise rental growth and provide an affordable accommodation offering, a more diverse pipeline of new PBSA is needed. It is critical to ensure there is a residential market, which meets the needs of students at an affordable price.

- 6.86 The Proposed Development would provide high-quality studio accommodation, priced to reflect the Manchester student accommodation market. It will include accessible and adaptable studios and will make an important contribution to short-term PBSA need (qualitative and quantitative).
- 6.87 It considered that the Proposed Development satisfies Criteria point c.

d) All PBSA must be of a high quality, providing a high standard of living, within close proximity to the city's higher education institutions PBSA should be within or immediately adjacent to Oxford Road Corridor (with the exception of the area surrounding the Institute of Sport, on the Etihad Campus). Design should allow sufficient facilities to cater for the overall wellbeing of students, including, for example, generous living space, communal spaces for students to socialise, and public realm, which contributes to the quality of place. PBSA design must also be sufficiently flexible to allow for re-purposing as demand varies.

- 6.88 The Proposed Development is located within the Oxford Road Corridor in close proximity to the UoM and MMU campuses, local amenities and public transport routes as described above. The applicant is also committed to providing high-quality and desirable accommodation with a range of amenities.
- 6.89 The largest units would be the studios at between 18.1 and 25.5sqm and will include a kitchenette alongside en-suite facilities. Six accessible units are included within the Proposed Development.
- 6.90 The internal arrangement of the new-build element of the Proposed Development means that future adaption could be carried out with relative ease.
- 6.91 In addition to the private accommodation the Proposed Development would contain 218 sqm in total (147 sqm of internal amenity space and 71 sqm of external space in a walled garden fronting Charles St) available for use by all residents including the following:
- Residents' amenity areas on Level 01 and 02, the precise use of which will be determined by the operator but which are capable of being used for a variety of amenity uses.
 - Laundry facilities.
 - A private meeting room which can be used for pastoral care.
- 6.92 The Proposed Development provides a high standard of living for future residents and therefore satisfies Criteria point d.

e) PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring student accommodation is delivered in safe and secure locations, and with appropriate management and facilities. Location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students.

- 6.93 The Proposed Development would be subject to a full management operation which has two principal purposes; a) to ensure the scheme and its operation does not have adverse impacts on the local community and b) to ensure the well-being of students.
- 6.94 It is expected that the operator will provide a 24-hour concierge would be employed, with staff being trained in pastoral care. The scheme has also been designed to promote social interaction amongst students, through the provision of communal space for socialisation and study. This is conducive to students making a safe 'home from home'. PBSA schemes of this type offer safe and accessible accommodation

compared to the alternative of reliance on the HMO market which offers significantly fewer safeguards in this respect.

- 6.95 The site is also well located in relation to both main university campuses and facilities which support students. This is conducive to residents being able to integrate themselves into the wider student community.
- 6.96 Compliance with this Criterion is therefore demonstrated.

f) All new PBSA development to adopt the principles in the following codes of practice; 1) The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation, 2) The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments, 3) The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishment.

- 6.97 The operator of the Proposed Development is to be confirmed. An experienced operator will be appointed which is expected to adhere to the ANUK Code of Practice. The Universities UK/GuildHE Code of Practice will similarly be adhered to. In this respect the Proposed Development satisfies criteria point f.

g) Consideration of place making opportunities to contribute to the management of areas in which the proposed PBSA is located.

- 6.98 The Proposed Development will deliver important benefits to the appearance and character of Charles Street, particularly at ground level. As a vacant site within a strategic part of the city centre, this is an important benefit to the local area, and thus criteria point g is satisfied.

h) 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.

- 6.99 The Proposed Development is of an appropriate density, having regard to its context, which makes efficient and effective use of and under-utilised brownfield land. The Proposed Development provides circa. 267 bedrooms per hectare and through making an important contribution to PBSA supply in central Manchester, has the potential to release existing housing stock occupied by the student population in the form of HMOs for use as family housing.

- 6.100 Proposed Development satisfies Criteria point h.

i) Location is a key factor in ensuring the quality, security, sustainability and wellbeing benefits of accommodation. As a result, purpose built student accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

- 6.101 The close proximity of the Site to the UoM and MMU and the sustainability of the location is described within this Statement. The Proposed Development therefore satisfies Criteria point i.

j) Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport. This supports existing green travel plans.

- 6.102 The sustainability of the Site and the car-free nature of the Proposed Development means that there would be minimal trips made to and from the site by way of private vehicle and commensurately limited levels of carbon emissions. A Travel Plan will be put in place to maximise the opportunities for sustainable modes of transport to be used.
- 6.103 In addition to the above, the Proposed Development also incorporates a range of energy efficiency measures and uses heat pumps to reduce carbon emissions well above current Building Regulation requirements and assist the city in its aim to become carbon neutral by 2038. The Proposed Development therefore satisfies Criteria point j.

Summary of PBSA Policy Compliance

- 6.104 Policy H12 is the development plan policy of greatest relevance. It confirms that the provision of new PBSA will be supported where the development satisfied the policy criteria.
- 6.105 Based on the above, it has been demonstrated that the Proposed Development satisfied all of the relevant policy criteria and as such, the proposals should be supported. In summary the Proposed Development:
- Is located within the ORC, in close proximity of University Campuses and high-frequency bus routes;
 - Promotes the use of low/zero carbon energy infrastructure;
 - Is compatible with existing developments and initiatives, in close walking distance to numerous day-to-day services and facilities;
 - Will have a significant positive regeneration impact in its own right and as part of the wider Corridor area, contributing to the provision of a mix of uses in line with MCC strategy;
 - Is safe, secure and will assist in improving the safety of the surrounding area;
 - Is well design and will be well managed to ensure that there are no unacceptable impacts upon amenity in the surrounding area;
 - Includes a waste management strategy that is in accordance with the adopted waste hierarchy;
 - Fulfils an identified need for high-quality PBSA to the student sector within Manchester; and
 - Is deliverable, by a developer with a proven track record.

- 6.106 In light of the above, the Proposed Development is in accordance with the PBSA-specific policy of the development plan and the additional considerations set out in the December 2020 MCC Executive Report on PBSA.

Achieving Design Quality

- 6.107 In accordance with the policies of the Framework and Development Plan, the Proposed Development is of a very high quality architectural standard suitable to its surroundings and is of an appropriate scale reflective of its location. Further information on the design rationale for the Proposed Development can be found in the Design and Access Statement (DAS) submitted with the planning application.

Elevations Treatment / Façade

- 6.108 As shown in the DAS, the façade treatment of the proposed building has taken context from the Victorian and Edwardian buildings in the area surrounding the site. Primary frontages of the buildings in the area are typically heavily detailed and decorated, using higher quality materials. The predominant colour palette of the area is that of earthy reds and browns, through to greens and whites. More recent schemes in the area, such as the Maldron Hotel and Circle Square, have sought to replicate these tones. In comparison, side elevations are less decorative and use white glazed tiles.
- 6.109 The Proposed Development seeks to replicate this context. The Charles Street and viaduct facing facades are treated with rich ornamentation, red / brown and green colour and detailing, to reflect the approach taken on nearby historic buildings. The east and west elevations facing York Street and Bracken House are intended to express the function of the accommodation through a strong grid, whilst drawing upon the contextual white palette of secondary elevations.
- 6.110 The ground floor of the building would be treated differently to floors above to provide interest and variation in the street scene, and to provide permeability into the building. A perforated aluminium pattern, taking cues from the ventilation panels on the upper floors of the building, is proposed. The panels will allow views in to, and light to enter, the proposed walled garden. Such views into the walled garden will enhance the character of Charles Street at a pedestrian level.

Massing

- 6.111 The massing of the building has been designed in consideration with the surrounding buildings. The building will step back from Charles Street, as shown in the DAS, to prevent the overall mass overbearing the street scape. The building will also “oversail” York Street, in order to provide the greatest separation possible between the building and Bracken House. This arrangement addresses the tight knit nature of the urban grain of the area to provide appropriate separation distances and to provide an interesting visual structure to the building.
- 6.112 The stepping back of the building enables the streetscape to be maintained and the mass to become more sympathetic to the immediate surrounding area. It reflects the stepping back of the adjacent Maldron Hotel, maintain the building line along Charles Street.

Scale

- 6.113 The height of the building responds to a rising height of buildings from the Lass O’Gowrie pub to the east through the Artisan Heights to the west, as shown on page 44 of the DAS. The Maldron Hotel sits at a midpoint in building heights along this gradient and therefore the height of the proposed building has been designed to sit below the height of the Hotel, fitting neatly into the increasing east to west gradient.
- 6.114 The development plan sets out specific design requirements for taller buildings. In this context, a “taller building” is defined as one which is substantially taller than their neighbourhoods and/or which significantly change the skyline⁴⁰. Tall buildings will be supported where it is demonstrated that proposals are of an excellent design quality, appropriately located, contribute positively to sustainability, contribute positively to placemaking (for example as a landmark building, by terminating a view, or by signposting a facility of significance), and will bring significant regeneration benefits.
- 6.115 Fundamentally, there is a need to ensure that tall buildings make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views. It is identified that suitable locations include sites within and immediately adjacent to the City Centre⁴¹.
- 6.116 The Tall Building Statement (TBS) (provided at **Appendix 1**) identifies how the Proposed Development accords with the relevant tall buildings guidance⁴². It is evident from the TBS and the DAS that the Proposed Development is of excellent design quality and is appropriately located in a highly accessible location.

Internal Layout

- 6.117 The DAS contains a number of plans and images to explain how the Proposed Development will be laid out internally. It shows that a typical floor layout would comprise a series of studio apartments along the York Street and Charles Street frontages. Stairwells and lift shafts are located along the Bracken House frontage so as to avoid the need for windows and any potential overlooking of accommodation in Bracken House.
- 6.118 Typical units would be around 18.1 sqm in area, with minor variations. They would include a designated en-suite and kitchenette, alongside a private study area. There would be a variety of larger and accessible studios provided. These would be larger in size, ranging from 19.3 sqm to 25.5 sqm in area.
- 6.119 Six rooms (5%) are to be allocated as Accessible Rooms, and would be provided on various levels. The size and layout of these rooms would comply with the guidance in BS83000 and Approved Document M.
- 6.120 A range of amenity spaces will be provided that will be accessible to all residents. It will predominantly be located on the levels 1 and 2. Level 1 would contain a laundry and a small meeting space, that also doubles as the reception. Level 2 would comprise a larger amenity area. The amenity space will be design to create separate zones for

⁴⁰ Manchester City Council ‘Core Strategy’ (2012), page 169

⁴¹ Manchester City Council ‘Core Strategy’ (2012), page 169

⁴² Manchester City Council ‘Core Strategy’ (2012) – Policy EN2, CABE Guidance on Tall Buildings (2007) and Historic England Advice Note 4: Tall Buildings

studying and socialising. Approximately 1.4 sqm of amenity space per bed would be provided. In addition, the ground floor walled garden will provide a further 71 sqm of amenity space.

- 6.121 The provision of amenity space would give the opportunity for residents to meet and help foster a sense of community in the building. These are key objectives of design guidance in the Manchester Residential Design Guide⁴³.
- 6.122 The location of the walled garden on the corner of Charles Street and York Street, and the perforated façade at ground floor level, allowing views into this amenity area of the building would also assist in creating an active frontage to the surrounding streets.

Security, Crime Prevention and Fire Safety

- 6.123 The application is supported by a Crime Impact Statement ('CIS', prepared by Greater Manchester Police) which provides an analysis of crime within the area, alongside the security credentials of the Proposed Development and general recommendations with respect to additional measures required to design out crime.
- 6.124 The statement confirmed that the proposed features would make a positive contribution to the prevention of crime and fear of crime. The statement supports the presence of management on site 24/7, alongside access controls and the natural surveillance that would result from the Proposed Development. Recommendations include robust control of access in and around the building, managed secure cycle store and ground floor external material protect against graffiti.
- 6.125 The CIS concludes that the Proposed Development is capable of achieving Secure by Design accreditation, subject to the inclusion of recommendations set out in the CIS. The findings of the Crime Impact Statement are considered above in relation to Criteria 5 of the Policy H12. In short, it confirms that the Proposed Development is supported by Greater Manchester Police. It is wholly consistent with Policies EC1 and DM1 insofar as they relate to security.
- 6.126 A Gateway One Fire Statement has been submitted with the application in accordance with the Independent Review of Building Regulations and Fire Safety and subsequent changes to the Town and Country Planning (Development Management Procedure) Order⁴⁴. The statement demonstrates that fire safety has been considered at the very earliest stage of the design and construction process and is incorporated in the planning application. It will be subject to consultation with the Health and Safety Executive following submission of the planning application.
- 6.127 In summary the Proposed Development would ensure the safety of future occupiers and local community in accordance with CS policies SP1, DM1 and H12.

Design Summary

- 6.128 It is considered that the Proposed Development would delivery high quality design. The building would make a positive contribution to the area. It would reflect and take

⁴³ MCC, 2017

⁴⁴ [Town and Country Planning \(Development Management Procedure and Section 62A Applications\) \(England\) \(Amendment\) Order 2021 \("the 2021 Order"\)](#)

cues from its surrounding context, both in terms of its materials and its massing and height.

- 6.129 The development would also add interest and make a positive contribution to the street scene. The colour and massing of the building, particularly the oversail of York Street and the stepping back of the building from Charles Street will create interest and character.
- 6.130 The massing of the building also limits amenity issues with surrounding buildings, particularly Bracken House, by ensuring that appropriate interface distances can be delivered.
- 6.131 The height of the building is also considered to be appropriate. It reflects the gradient of building heights in the surrounding area, and the proposed massing removes and overbearing impact on the surrounding streets.
- 6.132 The internal design of the building, as set out in the DAS, would provide furnished living accommodation of a suitable size. It would include a range of accessible and larger units, ensuring the building is inclusive. A range of amenity spaces would be provided and would be accessible to all. These would foster social interaction in the building, fostering a sense of community.
- 6.133 The Proposed Development would therefore comply with design policy in the Framework and the Development Plan, including CS Policies SP1 and EN1.

Technical and Environmental Considerations

- 6.134 This section considers the comprehensive assessment of all relevant environmental aspects that is presented in the application documents.

Flood Risk

- 6.135 The Flood Risk and Drainage Strategy submitted with the application shows that the site is located within Flood Zone 3. It is therefore necessary to demonstrate compliance with sequential and exception tests; this is done below.

Sequential and Exception Test

- 6.136 The Sequential Test, as explained in paragraph 158 of the Framework, aims to steer all new development to areas at the lowest risk of flooding and to ensure that the development type proposed is appropriate by reference to flood risk.

Sequential Test

- 6.137 It is important to recognise that the site is located within a priority regeneration area of the City Centre, as expressed within the Corridor Manchester SSF, where significant levels of new development are needed to realise aspirations for this location. The redevelopment of under-utilised sites is a key part of this Framework.
- 6.138 The economic, social and environmental benefits that will be derived from the implementation of the Corridor Manchester SSF are significant. Realising these benefits through the implementation of the SSF is a priority for the City. Large parts of the Corridor are within Flood Zones 2 and 3. There is no alternative to bringing these

sites forward for development in order to deliver the Corridor Framework, and directing such development elsewhere to sites at lower risk of flooding is evidentially not an option. As a regeneration initiative, the Corridor is location specific.

- 6.139 There are therefore overriding public benefits which will be realised through bringing the site forward for development as part of the Corridor SSF and indeed there are no suitable alternatives available to this given the extent of development need in the Corridor, and limited supply of development sites.
- 6.140 The City Council has considered similar considerations in relation to the benefits of locating development in the Corridor versus flood risk considerations. The table below provides details of planning applications in the vicinity of the site where a case has been made that development needs to be located in the Corridor in order to release regeneration ambitions. It includes details of the case made, and the City Council's response in the planning committee report for the relevant planning application.

Development scheme	Flood zone	Sequential test case	Council's position
1 – 5 New Wakefield Street	Flood Zone 3	There are overriding public benefits which will be realised through bringing the site forward for development as part of the Corridor masterplan and indeed there are no suitable alternatives available to this given the extent of development need within the Corridor. This would mean the scheme <u>fully satisfies the sequential and exception tests</u> embedded in NPPF.	A sequential approach has been adopted in designing the development to ensure the vulnerable accommodation would not be at risk in a flooding event. As such, although the development is classified as a vulnerable development due to its end user within flood zone 3, it would be 600 mm above the 1 in 100 year plus climate change flood event and the <u>exception test is not required.</u>
Maldron Hotel	The majority of the Site falls within Flood Zone 2 with a small part of the northeast corner within	The Site is an ideal location for this type of development and that other Sites that may be available within Manchester City Centre would not support these wider regeneration, urban design, and economic objectives, therefore it is considered it <u>passes the sequential test.</u> It is considered that	The flood risk is considered to be acceptable. The proposal is safe, does not increase flood risk elsewhere and would therefore meet the Exception Test.

Development scheme	Flood zone	Sequential test case	Council's position
	Flood Zone 3A.	the scheme provides wider sustainability benefits by virtue of its well thought out design and will be managed and maintained effectively to be safe for its lifetime, taking into account the need of potentially vulnerable users. Subsequently, <u>the proposals pass the Exception Test.</u>	
Circle Square Plot 14	Flood Zones 1, 2 and 3A	There are no sequentially preferable sites with the locational qualities and size requirements to accommodate a development of this nature and therefore <u>passes.</u>	A Flood Risk and Drainage Statement accompanies the application which includes a sequential test as defined in the NPPF. The EIA includes a chapter on Flood Risk, Water Resources and Drainage, and a Flood Risk Assessment has been submitted with the application. These documents demonstrate that the development would have <u>no significant adverse impact on flood risk.</u>
Great Marlborough Street	Flood Zone 2	It is considered that there were not likely to be any other 'reasonably available' sites within the search area. It is concluded that the Site therefore <u>passes the sequential test.</u>	As the upper floors of the building are intended to be occupied by students, the development is classified as 'vulnerable'. As such, the <u>sequential and exception test is required.</u> A flood risk assessment has concluded that the site is at risk of fluvial flooding from the River Medlock. The sequential test requires consideration to be given to alternative, less

Development scheme	Flood zone	Sequential test case	Council's position
			vulnerable sites. There were no other reasonably available sites identified locally.

6.141 It is clear from the above that the City Council has consistently taken the position that the regeneration benefits of development in the Corridor means that the development cannot be located outside of the Corridor, and the sequential test is passed.

6.142 In addition to the above, Core Strategy Policy H12 requires PBSA development to be located in close proximity to the Universities, with specific reference to the ORC. of the provides further direction to accommodate a development of this type within the ORC, much of which is located within Flood Zone 2 or 3.

6.143 In light of the above, it is considered that the location of the site in the Corridor is well suited for the Proposed Development. The benefits of achieving the regeneration aspirations of the Corridor SSF and CS Policy H12's locational criteria for PBSA means that the Proposed Development cannot reasonably be located elsewhere, and the sequential test is therefore passed.

Exception Test

6.144 NPPF Paragraph 159 highlights that if it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.

6.145 The aforementioned Flood Risk Vulnerability Classification highlights that an Exception Test is only required where the use is considered either 'Essential Infrastructure' or 'More Vulnerable'. 'Highly Vulnerable' uses should not be permitted.

6.146 PBSA is classified as a More Vulnerable use in Annex 3 of the Framework and in accordance with Table 2 of paragraph 7-079-20220825 of the PPG an exception test is required where the More Vulnerable use would be located in Flood Zone 3.

6.147 For the exception test to be passed it should be demonstrated that:

- The development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible, would reduce flood risk overall.

6.148 Consideration is given to compliance with these two requirements below.

Wider Sustainability Benefits would Outweigh the Flood Risk

6.149 Paragraph 8 of the Framework states that there are three overarching objectives to meeting sustainable development: economic, social and environmental. The Proposed Development would contribute to delivering these objectives, and would therefore deliver sustainable development, as summarised below:

- Economic – the economic benefits of the Proposed Development are set out in detail in the Regeneration Statement that accompanies the planning application and are summarised in paragraph 6.41 and Section 7 of this Planning Statement. These include direct economic benefits arising from job creation during the construction phase and net additional spend in the local economy from residents of the building and their visitors, as well as indirect economic benefits arising from freeing up student HMOs for use as market housing. The latter includes additional Council Tax revenue and additional spend in the local economy from residents taking up occupation for former student HMO properties.
- Social – social benefits include benefits arising from the “recovery” of mainstream housing stock, allowing dwellings in use as student HMOs to be returned to the general housing stock. There are numerous social benefits associated with this, including boosting the supply of market housing in the City and also removing some of the issues associated with high concentrations of student accommodation in suburban residential areas, such as neighbour amenity issues. Other social benefits include the provision of PBSA to meet an identified need, improving affordability of student accommodation in the City, and providing high quality student accommodation that would assist in Manchester competing on the global higher education stage.
- Environmental – the Proposed Development would redevelop an under-utilised city centre site, making an efficient use of land. Townscape and visual benefits will arise. The proposals have also been designed to minimise waste and will be built to a high energy efficiency and performance standard (as summarised previously in the Statement).

The Development would be Safe for its Lifetime and would not Increase Flood Risk Elsewhere

6.150 The Proposed Development has been designed taking into account the risk of flooding, with the following measures being incorporated:

- Only less vulnerable uses will be located on the ground floor. The student accommodation would be located at first floor level and above.
- The ground floor level of the building will be set at 31.9m AOD. Underneath the ground floor slab will be a void with cladding around the envelope of the building. This will be designed with flood vents to allow flood waters to pass through the void unimpeded in the event of a flood. The soffit of the ground floor slab will be set no less than 31.4m AOD, which is higher than the 1 in 100 year on site flood level.
- The ground floor of the building will also be designed to allow flood waters to enter via flood vents. A small area of approximately 10m x 8m will require flood

proofing, which will not be able to flood, in which lift shafts and M&E services will be located.

- Staff at the building will sign up to receive EA flood warnings to enable flood evacuation prior to the onset of flooding.
- Due to all the student accommodation being at first floor level or above, there will be a safe place of refuge available at all times.
- An emergency evacuation plan is being prepared that will contain and evacuation route where residents exit the building via the south boundary of the site onto Charles Street, head west for 90 m and the head south along Oxford Road for approximately 50m into Flood Zone 1.
- The building will include internal signage outline flood protocols and evacuation routes.
- Further mitigation measures, such as recommend materials, are contained in the Flood Risk Assessment.

6.151 As a result of the above mitigation measures, residents of the Proposed Development would not be at risk from flooding. The Flood Risk Assessment also confirms that surface water flows resulting from the Proposed Development can be discharged into the public sewer. Flow would be restricted to 50% of the existing discharge rate for all return periods up to and including the 1 in 100 year plus 50% climate change event. A blue roof will be used to attenuate flows. Therefore, in combination of the building design also allowing flood flows to pass through the site unimpeded, as described above, the Proposed Development would not increase flood risk off site (and would secure beneficial effects associated the reduction in surface water run-off).

6.152 The second requirement of the Exception Test would therefore be complied with.

Sequential Test and Exceptions Test Summary

6.153 The proposals pass the sequential test. The location of the site in the ORC is well-suited for the Proposed Development. Indeed, Policy H12 of the Core Strategy seeks to direct PBSA development to the Corridor in order to ensure accessibility to the Universities and to provide regeneration benefits. The Proposed Development cannot reasonably be located elsewhere.

6.154 The Proposed Development also passes the exceptions test. The Proposed Development would result in wider sustainability benefits including the provision of high quality PBSA to meet an identified need and assist in Manchester in competing in the global higher education market; generating additional spend in the local area; direct and indirect job creation; and freeing-up homes used as student HMOs, allowing them to return to the general housing market.

6.155 Due to the flood risk mitigation measures summarised above, and set out in more detail in the FRA, the Proposed Development would be safe from flooding for its lifetime and would not increase flood risk elsewhere.

- 6.156 The Proposed Development therefore passes the sequential test and exception tests at paragraph 158-160 of the Framework.

Highways

- 6.157 The application is supported by a Transport Statement (TS) (prepared by Curtins). Additionally, the application is supported by an Interim Travel Plan (ITP) (prepared by Curtins) which sets out the measures expected to be included in a detailed Travel Plan to encourage the uses of sustainable modes of transport.
- 6.158 The TS confirms that the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site. Furthermore, it is not considered that the Proposed Development would have a material impact on the surrounding highway network, considering the land use, scale of development and absence of on-site car parking.
- 6.159 The ITP identifies numerous measures that can be put in place to encourage the use of sustainable modes of transport and minimise the number of car journeys. These measures have been shown to be effective on nearby PBSA schemes which also have travel plans in place. This provides a good degree of confidence that the proposed measures will be effective. A detailed travel plan will be required to be submitted and approved by MCC before, or shortly after the development opens. The travel plan will then be subject to a monitoring and reviewing process maintained by an appointed Travel Plan Coordinator.
- 6.160 Overall, the Proposed Development would be highly accessible and is located to ensure good access to the City's main economic drivers, including the Regional Centre and the Oxford Road Universities. The Proposed Development does not result in any adverse impacts on the local road network and would not be car dependent thus reducing carbon emissions. The use of sustainable transport modes will be encouraged via a travel plan, which will be subject to monitor and review. The Proposed Development therefore accords with the requirements of CS policies CC5, TP1 and TP2 and chapter 9 of the NPPF.

Heritage and Archaeology

- 6.161 A comprehensive assessment of the Proposed Development in terms of its impact of above ground-built heritage assets, including the Whitworth Street Conservation Area, numerous listed buildings and their setting, and non-designated heritage assets has been undertaken.
- 6.162 The application is supported by a Heritage Statement (prepared by Turley Heritage).
- 6.163 The Heritage Statement identifies a number of Listed Buildings in the area surrounding the application site that may have the potential to be affected by the Proposed Development. These include the Grade II* Asia House, Fromer Refuge Assurance Company Offices, India House, and Lancaster House; and the Grade II Lass O'Gowrie Public House, Manchester House, and the adjacent Manchester South Junction and Altrincham Railway Viaduct. It also identifies a number of heritage assets in the surrounding area that would not be affected by the proposed development.

- 6.164 The Heritage Statement concludes that the site in its current state as a car park detracts from the experience of the surrounding heritage assets; but does facilitate views of surrounding heritage assets.
- 6.165 The Heritage Statement assesses the significance of the heritage assets referred to above, as well as the contribution made to their significance by their setting.
- 6.166 It concludes that there would be no harm to the significance of the heritage assets identified above.
- 6.167 The Proposed Development will (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 206 of the NPPF and the requirements of s.66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 can be satisfied if full planning permission is granted by MCC.
- 6.168 The potential for below ground archaeology has also been assessed with the findings presented in the Desk Based Archaeological Assessment prepared by Oxford Archaeology. It confirms that the potential archaeological remains within the site are likely to be associated with 19th Century housing common across Manchester and which have been considered to be of negligible / low local significance and therefore hold little archaeological interest.
- 6.169 Below ground remains will be damaged or destroyed by the development but due to the negligible significance of any potential remains, the impact is assessed as neutral. No further archaeological assessment is required.
- 6.170 The Proposed Development satisfies the CS Policies EN1, EN3, DM1 and Chapter 16 of the Framework.

Ecology

- 6.171 The application is supported by a Preliminary Ecological Appraisal (prepared by E3P). The results of the survey confirmed that there are no ecological constraints due to the lack of semi-natural habitat on site and lack of features for protected or notable species. There will be no impact on designated sites due to distance from the site and lack of any habitat connectivity.
- 6.172 In line with the Environment Act 2021, the site is exempt from Biodiversity Net Gain (BNG) as it is exclusively hardstanding. Furthermore, the provisions of the Act have not been enacted through the required legislation and DEFRA have advised that BNG will not apply to applications submitted prior to the secondary legislation coming into effect.
- 6.173 Overall, the Proposed Development would have no adverse ecological effects and there is potential to provide some enhancement in the form of bat and bird roost boxes. On this basis, the proposal is considered to be compliant with CS Policy EN15 and Section 15 of the NPPF.

Ground Conditions

- 6.174 The application is supported by a Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment (prepared by Geoassist). The report confirms that the Site is

likely to be contaminated as a result of historical uses. Contamination is to be expected on a previously developed site and there is no indication that the site cannot be adequately remediated to allow development to take place. Further work is required to understand precisely what this contamination is and the risk present to human health and the environment; this is being undertaken via a Phase 2 Intrusive Site Investigation which is presently taking place on site.

- 6.175 Following analysis and testing of the ground conditions, a remediation strategy will be prepared to ensure that suitable protection measures can be put in place. These measures will mean that there will be no unacceptable risk to human health or the environment. Verification of the adequacy of remediation measures will be required prior to the first occupation of the development. The Phase 2 Intrusive Site Investigation Report and Remediation Strategy are expected to be provided to MCC following the submission of the planning application. Appropriate conditions will be placed on the planning permission to ensure that any information not approved as part of the planning permission is submitted to and approved by MCC.
- 6.176 The Phase 1 and Phase 2 Site Investigation, remediation strategy and verification report will be subject to review by MCC Environmental Health Officers and the Environment Agency.
- 6.177 Therefore, it is considered that the Proposed Development is acceptable and accords with the requirements of CS policy EN18.

Climate Change and Sustainability

- 6.178 Minimising the environmental impact of new development is a requirement of national and local planning policy with particular emphasis on reducing greenhouse gas emissions.
- 6.179 The Proposed Development is inherently sustainable through its suitable location with respect to use and accessibility to the city's universities, amenities and public transport links.
- 6.180 In addition, the development will incorporate a range of measures which result in a notable reduction in carbon emissions relative to Building Regulations requirements (11%). Other measures to be incorporated include low-use water fittings, adopting circular economy principles including the use of low carbon building materials to minimise the embodied carbon within the development.
- 6.181 To highlight the sustainability of the Proposed Development and energy efficient measures which are to be incorporated, the application is supported by Whole Life Carbon Assessment and Circular Economy Statement, Energy and Sustainability Statement, and BREEAM Pre-Assessment Report.
- 6.182 In taking the above into account, the Proposed Development clearly demonstrates a high level of energy efficiency and measures to reduce carbon emissions. The Proposed Development thus exceeds the requirements of CS policy EN6, EN8, EN9 and DM1, and paragraphs 152, 154 and 157 of the Framework.

Residential Amenity

- 6.183 It has already been demonstrated above, in relation to CS policy H12(6) that the Proposed Development is generally compatible with the surrounding uses. A more specific consideration of all relevant aspects of amenity is set out below.

Daylight, Sunlight, Overshadowing

- 6.184 In terms of the impacts of the Proposed Development's built form, the application is supported by a Daylight and Sunlight Report (prepared by GIA) and is presented in the ES (Chapter 6 and Appendices 6.2 and 6.3) which models the impacts on nearby residential receptors, and the effect of overshadowing on the nurseries outdoor space.
- 6.185 The assessment of daylight and sunlight, focused on the following residential receptors in immediate proximity to the Site:
- Circle Square Block 5 & 6 (daylight only);
 - Bracken House (daylight and sunlight); and
 - Circle Square Plot 9 (daylight only).
- 6.186 Computer modelling was used to determine baseline conditions in relation to compliance with relevant criteria. Three modelling methods are considered, two for daylight (called Vertical Sky Component (VSC) and No Sky Line (NSL)) and a single method for sunlight (Annual Probably Sunlight Hours (APSH)).
- 6.187 The baseline modelling for daylight identified that a total of 324 windows face the Site, serving 280 rooms within 3 buildings (Circle Square Block 5 & 6, Circle Square Plot 9, and Bracken House). Further to this, 44 rooms were assessed for APSH for sunlight within Bracken House.
- 6.188 The baseline modelling using the VSC and NSL methods for daylight identified that 129 of the 324 windows meet the relevant VSC industry standard threshold criteria, whilst 175 of the 280 rooms met the relevant NSL industry standard threshold criteria.
- 6.189 Within Bracken House, 46 windows were assessed against the VSC criteria, with just one passing. 44 rooms were assessed using the NSL criteria; 19 passed. None of the rooms within Bracken House modelled for sunlight availability meet the respective industry standard threshold / criteria.
- 6.190 Overshadowing of the Paintpots Day Nursery playground was also considered with the 'sun on-ground indicator'. At present it does not meet the necessary threshold/criteria due to the dense urban location of the surrounding sensitive receptor and thus is unlikely to experience adequate sunlight through the year.
- 6.191 As there will be no change in the area of the playground that will be able to benefit from at least 2 hours of SHOG on the 21st March 2024 in the proposed scenario, the change is BRE compliant.
- 6.192 The modelling of windows and rooms with respect to daylight and sunlight (where applicable), identifies Bracken House as experiencing the greatest changes, given its

proximity to the Site and the undeveloped nature of the existing Site. The number of windows that were found to meet BRE guidelines in respect of VSC daylight remains as per the baseline (1 out of 46). The number of rooms meeting NSL guidelines reduces from 19 out of 44 to 9 out of 44.

- 6.193 All other receptors were found to experience some adverse effect in terms of daylight and sunlight (where applicable), with the adverse effects experienced by Bracken House the greatest. However, the effects are to be considered in the context of the city centre location, and the degree of change through built development that is ongoing in this part of Manchester. The effects are therefore not considered to be unacceptable.
- 6.194 Furthermore, the relationship between Bracken House and the Proposed Development is very similar to that between the Maldron Hotel and the residential receptors in Oxford Place, on the western side of Mallard Street. The retained levels of daylight amenity within Bracken House are also commensurate with those in Oxford Place.
- 6.195 As such, no unacceptable impacts will result, in accordance with CS Policy DM1 and paragraph 125 of the NPPF.

Overlooking

- 6.196 There are no windows proposed within the east elevation. This will ensure that there is no overlooking of the residential properties in Bracken House and the external area of the nursery.
- 6.197 No unacceptable impact will therefore result in terms of privacy, thus complying with CS policies H1 and DM1.

Visual Amenity

- 6.198 The development will have no effect on the visual amenity of the occupiers of the residential and PBSA blocks to the south, within Circle Square, due to the separation between them and the site.
- 6.199 Neither will the development have any effect at all on the majority of the apartments in Bracken House. The TVIA identifies that there will be some adverse impacts on the visual amenity of the west facing apartments, this represents c. 38.6% of the total apartments⁴⁵ and must be considered in the context of the site being within an area where high density, efficient use of land is encouraged for development that will deliver significant regeneration benefits. The site is also within an area characterised by a grid street pattern with narrow street; in seeking to reinstate this, development has to take place in a relatively constrained urban context where typical separation distances are much lower than might be expected in areas which do not have the same contextual constraint. In this context, some loss of visual amenity is inevitable but considered acceptable thus complying with CS policies H1 and DM1.

Noise and Vibration

- 6.200 The potential effects of the Proposed Development in relation to noise and vibration, and the effect of external sources of noise and vibration on the living conditions of

⁴⁵ Based on 44 west facing apartments, and a total of 114 within Bracken House.

future residents, has been appraised in detail within the accompanying Noise Impact Assessment, Construction Noise and Vibration Assessment and Train Induced Vibration Assessment (prepared by Hann Tucker).

- 6.201 The construction phase will involve activities which generate noise and vibration. An assessment based on reasonable assumptions has been undertaken. The effects of have been assessed on the basis of a 'do nothing' scenario (i.e. which assumes that noise generating activities are located at/close to the boundary nearest to the sensitive receptors (i.e. the residential occupiers of Bracken House and Paintpots Nursery) and with no controls or measures to reduce the impact. A further, more realistic, scenario is also assessed which considers the use of typical best practical means of reducing the impact, considers and average distance from activities to receptor and considers a longer construction period than typical.
- 6.202 In the latter scenario, the impacts of noise and vibration can be attenuated to a level which is considered to accord with appropriate guidance (notably BS5228:2014) with only negligible impacts predicted to arise, with the exception of above ground works which are predicted to be minor.
- 6.203 The reports concludes that there are no significant constraints to ensuring suitable sound levels within the PBSA building in line with British Standards and World Health Organisation Guidelines.
- 6.204 Once operational, the development will not result in any adverse noise impacts. The building fabric will attenuate noise breakout and plant installed will, subject to the imposition of suitable noise limits, not result in any unacceptable noise or disturbance.
- 6.205 The assessments also demonstrate that future occupiers will not be subject to unacceptable levels of noise disturbance from external noise sources, subject to the glazing specification being capable of providing the level of attenuation identified in the Noise Impact Assessment. Similarly vibration effects associated with the movement of trains on the viaduct will be within acceptable levels.
- 6.206 On the basis of the above, the Proposed Development complies with CS Policy DM1 and paragraphs 174 and 185 of the NPPF.

Air Quality

- 6.207 An Air Quality Assessment has been undertaken by Miller Goodall and is presented in the ES (Chapter 2 and Appendix 2.1) which considers both air quality with respect to the amenity of future residents and the impact of the Proposed Development on air quality.
- 6.208 Construction activities have the potential to result in nuisance and or adverse health effects due to dust associated with on-site construction activities. It is anticipated that dust and particulate matter (PM) emissions produced during construction activities will be controlled through the implementation of the CEMP which incorporate the measures set out at Appendix 2.1 of the ES.
- 6.209 Vehicle emissions from road traffic associated with the construction phase of the Proposed Scheme have the potential to result in an increase in air pollution. In terms of

traffic generation during the construction phase of the development, it is anticipated that there will not be a change in the movements of light or heavy-duty vehicles beyond the thresholds set out in relevant guidance. As a car-free development in a highly sustainable location, there is not expected to be any exceeded of these thresholds during the operational phase. On this basis there are not expected to be any unacceptable impacts associated with vehicle movements in the construction phase.

- 6.210 There will be no emissions from the development, as it utilises an all-electric building services strategy.
- 6.211 Occupiers are not expected to be subject to unacceptable levels of air quality from road or rail traffic or the adjacent commercial garage and the ventilation strategy will ensure that heating and cooling can take place without the need for windows to be open (with the exception of purge opening).
- 6.212 Overall, the Proposed Development is acceptable and in accordance with CS policies DM1 and EN16.

Operational Controls

- 6.213 PBSA developments are subject to appropriate management to ensure the welfare of students and to minimise the potential for disturbance to neighbouring occupiers. The approach to management is usually in the form of a Student Management Plan / Strategy that is a conditional requirement of the planning permission and is to be prepared and implemented by the operator.
- 6.214 These controls will minimise the potential of impact on residential amenity associated with the use.
- 6.215 In addition, the building entrance has purposely is also proposed to be located on the western side of the building, maximising the distance between it and Bracken House.

Conclusion on Residential Amenity

- 6.216 No unacceptable impacts on residential amenity are expected to arise during the construction phase. A CEMP, as submitted with the application, will be followed to ensure that suitable measures are put in place as part of the construction phase, meaning that noise and vibration levels remain within acceptable limits.
- 6.217 The Proposed Development will be residential in character and is therefore generally compatible with surrounding uses, with no noise emissions expected to be generated that would impact on amenity. Appropriate management of the scheme, once operation, will avoid impacts on adjacent receptors.
- 6.218 Noise and vibration levels that future residents will experience remain within acceptable limits.
- 6.219 No overlooking will occur and no unacceptable loss of daylight or sunlight, or overshadowing of the apartments in Bracken House (or the external area of the nursery, though there is no specific policy protection for such areas). No impact on the amenity of the majority of the residential receptors in the surrounding area will result. Some adverse impacts on the visual amenity of the west facing apartments are

identified but a relatively low number of apartments are affected and the effects are to be expected in a constrained urban context as found within the City Centre.

- 6.220 Overall, it is considered that development protects residential amenity and complies with CS policy DM1 insofar as it relates to effects on amenity and paragraphs 174 and 185 of the NPPF in respect of noise, policy H1 in respect of privacy and policy EN16 and paragraph 174, 185 and 186 of the NPPF in respect of air quality.

Townscape and Visual Impact

- 6.221 The application is supported by a Townscape and Visual Impact Assessment (TVIA) (prepared by Turley TVIA). This confirms the following:

Townscape Impacts

- 6.222 The Proposed Development would result in a change of low magnitude to the local townscape character around the site.
- 6.223 The existing character of the surrounding area (Townscape Character Area 1 (TCA1)) is influenced by PBSA. The development would add a new active frontage along York Street adjacent to Charles Street. It would also improve the vibrancy of the area and would integrate with the surrounding buildings and existing urban grain. The Proposed Development would revitalise a current vacant plot which provides little contribution to the area. The scale and height of new built form would provide a logical stepping up in built form from the lower lying development to the east, west towards the taller development adjacent Oxford Road Station. The height of the development would also complement the existing recent development to the south of the Site at Circle Square.
- 6.224 Impacts on townscape character would be localised due to the density of the urban grain, gridded street alignment, and the already very varied character of this part of the City Centre.
- 6.225 The Proposed Development would therefore have a beneficial effect on the townscape character of this area (Townscape Character Area 1). Neutral effects on TCAs 2 and 3 are identified.

Visual Impacts

- 6.226 The assessment of visual effects identified that there would be changes to localised views arising from the Proposed Development. The quality of the views close to the Site would generally improve as a result of replacing a vacant plot surrounded by hoarding with a new development establishing a completed site.
- 6.227 Beneficial effects on a number of receptors are identified, including the motorists and pedestrians using Charles Street and Hulme Street and pedestrians within Circle Square. These benefits range between low (Hulme Street and Circle Square) and medium magnitude (Charles Street).
- 6.228 The residential use of Bracken House is a recent change from a building originally constructed for office use. It is established that some of the future residents living within these adjacent apartments at Bracken House would experience adverse effects as a result of the development. However, this adverse effect should be considered in the context of the recent and ongoing regeneration and development in this part of the

city, where development maximises the use of vacant sites and it is expected and encouraged.

- 6.229 In the more distant views, the Proposed Development would create a neutral effect in views; the development would be seen in the context of the surrounding urban development using materiality that would complement and would not detract from the adjacent vernacular.
- 6.230 As such, all residual effects would be either neutral, beneficial or, where harm is identified, no more than medium and considered to be acceptable in the wider urban context which is subject to significant development. The Proposed Development causes no unacceptable harm to visual amenity or townscape character and would be a positive addition to the city's skyline, in accordance with CS Policy H12, DM1 and Section 12 of the NPPF. This conclusion is reaffirmed in the Tall Building Statement (**Appendix 1** of this Statement), in accordance with CS policy EN2.

TV Baseline Survey Report and Broadband Connectivity

- 6.231 In line with the Council's validation checklist given the scale and height of the Proposed Development a Television and Radio Reception Impact Assessment (prepared by GTech Surveys) has been submitted in support of the application.
- 6.232 The report concludes that the Proposed Development may cause very minor interference to digital terrestrial television reception in a limited localised area however a range of measures can successfully mitigate this if identified to be necessary following completion of the development. Whilst the possibility of digital satellite television interference exists, the overall risk can be considered to be very low due to the nature of land use in the theoretical signal shadow zone and the lack of standard sensitive receptors in the study area.
- 6.233 The Council's validation checklist requires a Broadband Connectivity Assessment ('BCA') to be submitted with planning application to satisfy the provisions of paragraph 114 of the Framework in supporting the expansion of full fibre broadband connections. A BCA (prepared by GTech Surveys) has therefore been submitted in support of the application.
- 6.234 The report identifies existing broadband infrastructure and good connectivity is already available in the study area, with existing fibre installed along streets adjacent to the Site and to the Site itself. Specifically, it is considered that BT Openreach offers the most optimal connection due to the beneficial locations and high number of network connection nodes adjacent to the Site.
- 6.235 The Proposed Development is therefore in accordance with NPPF policy (paragraph 114).

Wind Microclimate

- 6.236 The application is supported by a Wind Microclimate Assessment (prepared by GIA).
- 6.237 An assessment has been carried out of the potential effects of the Proposed Development in relation to comfort and safety criteria using well-established

assessment criteria (the London Docklands Development Corporation variant of the Lawson Comfort Criteria).

- 6.238 The impact of other developments has also been considered as part of a cumulative assessment, including other consented schemes.
- 6.239 The report concludes that there are no wind safety risks associated with the Proposed Development. Ground level wind conditions are considered to be acceptable for the PBSA use for all thoroughfares, existing building entrances, proposed entrances, bus stops, spill out seating areas and mixed amenity spaces around the site.
- 6.240 The Proposed Development is therefore in accordance with CS Policy DM1.

7. Benefits and Conclusions

- 7.1 This Planning and Tall Building Statement has been prepared by Turley on behalf of Jadebricks (Charles Street) Ltd to support an application for full planning permission for PBSA on land at Charles Street, Manchester.
- 7.2 The Proposed Development would deliver 107 purpose-built student accommodation bedspaces in a highly sustainable location relative to the campus of the UoM and MMU and within the ORC.
- 7.3 The Proposed Development will generate a number of benefits, which comprise material considerations that weigh in favour of the planning application. These benefits are strongly aligned with the three objectives of sustainable development outlined within the NPPF and summarised below.
- 7.4 The primary benefit is the contribution which the scheme would make to meeting a pressing need for additional high quality PBSA in the city and the role this plays in ensuring the city's higher education establishments can continue to attract the very best talent from within the UK and around the world furthering the economic success and social diversity of the city.
- 7.5 There is a clear and pressing need for new high-quality PBSA schemes in Manchester and this Planning Statement demonstrates how the Proposed Development would satisfy the requirements of Core Strategy H12 in so far as providing the following:
- Being in close proximity to the city's universities and high frequency public transport routes;
 - An appropriate density of development with sufficient infrastructure and amenities within the locality;
 - A positive regeneration impact through a range of direct and indirect social and economic benefits;
 - A design which preserves designated heritage assets, and also responds to prevailing character whilst avoiding unacceptable effects on the amenity of neighbouring residents; and
 - Certainty regarding deliverability.
- 7.6 The Proposed Development represents an optimal location for a PBSA use, located close to the universities and where the development can make a tangible contribution to the success of the Corridor not only as a focus for the knowledge economy but as a vibrant, diverse and culturally rich place which reflects the confidence and energy of Manchester as a city. This requires a strategy of densification to increase the residential population of the Corridor, which this development will deliver.
- 7.7 In terms of quantifiable benefits, the Proposed Development constitutes approximately £350,000 in terms of investment value and is expected to contribute £200,000 in GVA

each year during its operational life in addition to some £350,000 in student expenditure on local retail and leisure offer.

- 7.8 The new student population would provide a notable boost to the local retail and leisure economy and contribute to the vibrancy of the wider ORC. Further the increase in PBSA bedspaces will help to alleviate pressure on traditional housing stock thus freeing up properties currently occupied by students for families and first-time buyers.
- 7.9 The Proposed Development could release 36 student Houses in Multiple Occupation by instead accommodating students in PBSA, supporting up to £670,000 in retail and leisure industries through the expenditure of new occupants of former student HMOs and up to £50,000 per annum in Council Tax revenue collected by MCC.
- 7.10 It represents a major new development within the city centre / Regional Centre, where growth is focussed, including high quality housing, and high-density developments are encouraged through the CS.
- 7.11 In conclusion the Proposed Development would satisfy an urgent need for new PBSA bedspaces in Manchester at a location and density which provides maximum benefit within the wider strategic context of supporting the growth of the city's knowledge economy.
- 7.12 Other environmental benefit will arise through townscape and visual benefits, a reduction in surface water run-off rates and the remediation of a contaminated site.
- 7.13 The planning balance clearly falls in favour of the grant of planning permission: a decision to grant planning permission would be in accordance with the development plan, and material considerations do not weigh against this, rather as a whole they convey considerable further support.
- 7.14 Planning permission should, therefore, be granted without delay, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 11 of the NPPF. In doing so, MCC will be lending support to a highly beneficial development that contributes positively to the city's ongoing regeneration.

Appendix 1: Tall Building Statement

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1. Introduction

- 1.1 This Tall Building Statement (TBS) has been prepared by Turley on behalf of Jadebricks (Charles Street) Ltd to support the planning application for full planning permission for the construction of a purpose-built student accommodation (PBSA) development at Charles Street, Manchester.

- 1.2 The full description of development is:

“Full planning permission for the erection of 15-storey purpose-built student accommodation building, including site preparation works, works over the public highway and associated works.”

- 1.3 This TBS will follow the structure set out in the Historic England Advice Note 4, with reference to the guidance contained in the CABE “Guidance on Tall Buildings” which was published in 2007 and the Manchester City Council (MCC) Core Strategy (2012).
- 1.4 This TBS forms part of a suite of application documents and should be read in conjunction with relevant documents, notably the Planning Statement, Design and Access Statement, Townscape and Visual Impact Assessment and Heritage Statement. Reference is made to other material as relevant.

MCC Core Strategy (2012)

- 1.5 Policy EN2 of the Core Strategy defines tall buildings, as:

“Substantially taller than their neighbours and / or which significantly change the skyline.”

- 1.6 Whilst there are other tall buildings within the area surrounding area at the present time with more to be delivered through the development pipeline, it is acknowledged that elements of the Proposed Development will be taller than some of its surroundings.
- 1.7 As is explained in subsequent sections, the Proposed Development Site is located in an area which is has undergone and will continue to undergo transformational change as the strategic objectives which are outlined in the Strategic Regeneration Frameworks for the North Campus / ID Manchester begin to be realised alongside other major developments such as Circle Square (immediately to the south of the site). This part of the city centre has seen considerable densification in recent years, and in doing so there have been a number of developments of significant scale in the immediate vicinity, particularly at Circle Square, and within the Oxford Road Corridor Area (e.g. Artisan Heights at New Wakefield Street). It is therefore important that the appropriateness of the Proposed Development (in terms of its scale and height) is judged on the basis of how well it will assimilate into both the existing cityscape and the cityscape which will emerge in the short-medium term.
- 1.8 Policy EN2 sets out criteria for tall buildings proposals to satisfy in order to warrant support:

- It is demonstrated they are of excellent design quality
- They are appropriately located
- They contribute positively to sustainability
- They contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance
- They will bring significant regeneration benefits

1.9 Suitable locations include sites within the city centre and locations easily served by public transport nodes.

1.10 It is evident from both the accompanying Planning Statement and the Design and Access Statement that the Proposed Development is of excellent design quality, is appropriately located in a highly accessible location, will contribute positively to place-making through the delivery of a landmark development and will deliver significant regeneration benefits to the wider area. The Proposed Development is therefore compliant with Policy EN2.

Guidance on Tall Buildings

1.11 Historic England produced an advice note on Tall Buildings (Historic England Advice Note 4: Tall Buildings) published in December 2015. This advice note updates and supersedes the joint advice published by the Design Council and CABI in 2007.

1.12 Advice Note 4: Tall Buildings sets advice on tall buildings. This is summarised in Figure 1.1 below:

Figure 1.1: Extract of Historic England Advice Note 4

1.1 Towns and cities evolve, as do their skylines. Individually, or in groups, tall buildings can significantly affect the image, character and identity of towns and cities as a whole, and over a long period. In the right place well-designed tall buildings can make a positive contribution to urban life. Past examples show us that they can be excellent works of architecture, and some of the best post-war examples of tall buildings are now listed.

1.2 However, if the building is not in the right place and well designed a tall building, by virtue of its size and widespread visibility, can also seriously harm the qualities that people value

about a place. What might be considered a tall building will vary according to the nature of the local area. A ten-storey building in a mainly two-storey neighbourhood will be thought of as a tall building by those affected, whereas in the centre of a large city it may not. One of the principal failings in the design of certain tall buildings was a lack of understanding of the nature of the area around them, and the impact they would have on both specific features of the historic environment and its general character. There have been many examples of tall buildings that have had a lasting adverse impact through being unsuitably located, poorly designed, inappropriately detailed and badly built and managed.

1.13 The Advice Note goes further to establish what is required of planning applications for tall buildings, in relation to heritage assets. This states that a Design and Access Statement (DAS) should inform all tall building proposals.

1.14 Further, it states that a high-quality scheme will have a positive relationship with:

- Topography
- Character of place
- Heritage assets and their setting
- Height and scale of development
- Urban grain and streetscape
- Open spaces
- Rivers and waterways
- Important views including prospects and panoramas
- The impact of the skyline

1.15 The guidance contained within the Guidance on Tall Buildings (2007) provided a set of criteria against which to assess and evaluate tall building proposals as follows:

- Relationship to context
- Effect on the historic context
- Effect on world heritage sites
- The relationship to transport infrastructure
- The architectural quality of the building
- The sustainable design and construction of the proposal
- The credibility of the design
- The contribution to public space and facilities
- The effect on the local environment
- Contribution made to the permeability of the site
- The provision of a well-designed environment

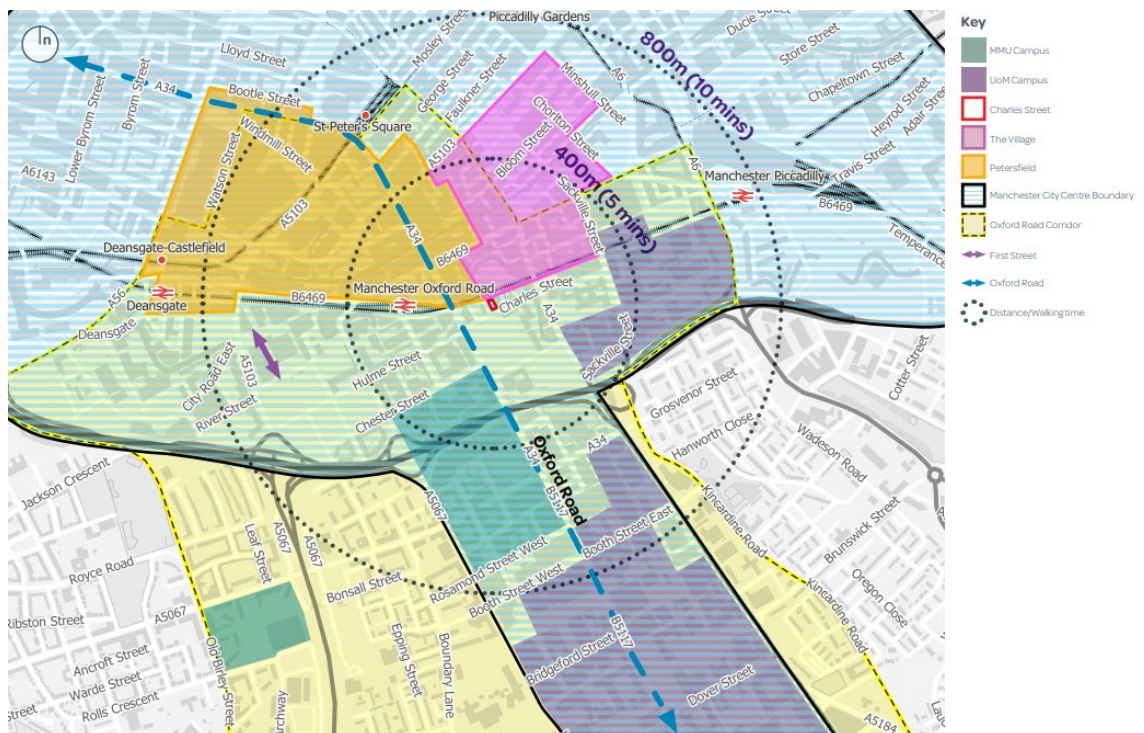
1.16 The assessment section of this report will assess the Proposed Development against this evaluation criteria.

2. Assessment

Relationship to context

- 2.1 This criterion requires applicants to consider the relationship of the building to its surrounding context, including natural topography, scale, height, urban grain, and streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas and the effect upon the skyline.
- 2.2 The Proposed Development has carefully considered the relationship of the surrounding existing buildings, particularly those which have heritage significance. The Heritage Statement identifies that the Proposed Development would sustain the significance of the Whitworth Street Conservation Area due to the highly enclosed nature of the streets within the Conservation Area and the volume and scale of its constituent buildings limited views of the Proposed Development to occasional glimpses. These views also contain modern, tall buildings including Bracken House, the Maldron Hotel, Circle Square, Artisan Heights and Bridgewater Heights.
- 2.3 Similarly, the Proposed Development would not harm the setting of nearby listed buildings whose heritage significance would be sustained.
- 2.4 As previously noted, the Proposed Development Site is located within an area that is undergoing and will continue to undergo transformational change. It is located within the Oxford Road Corridor; a focus for regeneration and is also located immediately close to the ID Manchester / North Campus Strategic Regeneration Framework (SRF) area and in very close proximity to the largely developed Circle Square SRF area.

Figure 2.1: Plan Showing Strategic Location



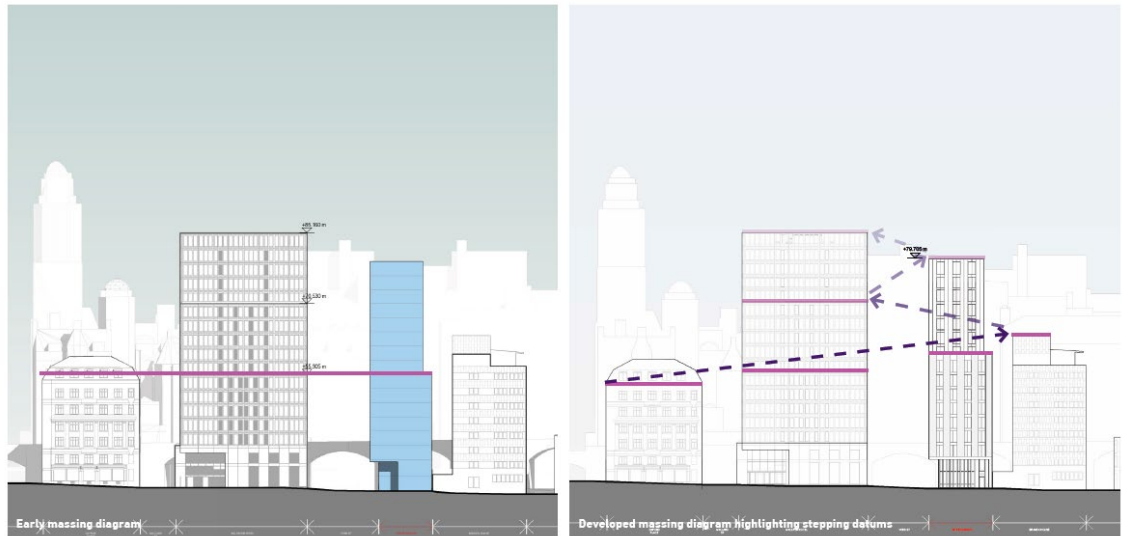
- 2.5 The location and extent of the ORC and the SRF areas is shown above. A diagram showing the extent of tall buildings within this part of the city centre is shown below.

Figure 2.2: Extract from DAS showing the extent of existing and committed tall buildings



- 2.6 Of particular note are the developments within Circle Square immediately south of the site which stand at up to 38 storeys, the Maldron Hotel on the western side of York Street (17 storeys) and the Artisan Heights PBSA scheme to the west (32 storeys). A 55-storey scheme (Great Marlborough Street) has been granted planning permission slightly further west of Artisan Heights.
- 2.7 The Design and Access Statement describes how the proposed site layout, and the scale, mass and form of the Proposed Development has been designed to present a respectful response to its context. Key features of the design which demonstrate its responsiveness include:
- Careful considers of the form, massing proportion and articulation. Stepping the mass back from the Charles Street frontage to avoid a massing that would be overbearing at street level.
 - Being of a height that will result in a stepping-down on the mass moving from Oxford Road east, with the stepping back also reflecting datums and planes in the adjacent buildings (illustrated below).

Figure 2.3: Extract from DAS showing approach to massing



- Dividing the Charles Street elevation into three sections, reflecting the way each will be experienced. The upper volume will include wide panel tiles in a vertical pleated effect; the lower volume would include a finer grain of detailing more readily apparent from street level; and the plinth at the base designed to be read as a mass which supports the building above, particularly the cantilever, with detailing providing visual interest to the street scene.
- The perforated aluminium panels at ground floor would wrap around ground floor level elevations onto the York Street and Charles Street and would open during the summer months to create visibility into amenity spaces and activities at street level.
- The proposal takes a contemporary approach which also references the adjacent architectural styles of the Whitworth Street Conservation Area. The DAS provides further detail on how the design has been refined through pre-application discussions with MCC.
- Maintaining an appropriate separation distance to the railway viaduct so as to safeguard the Network Rail asset during construction and operation.

Effect on historic built environment

2.8 This criterion requires applicants to consider the effect of the proposals on the historic buildings, sites, landscapes and skylines. It requires applicants to ensure that any tall building proposals preserve and/ or enhance historic buildings, sites, landscapes and skylines. It also requires that tall building proposals consider:

- World Heritage Sites
- Scheduled Ancient Monuments
- Listed Buildings

- Registered Parks and Gardens
- Archaeological Remains
- Conservation Areas

2.9 The application is supported by a Heritage Statement which presents an assessment of the impact of the Proposed Development on the character and appearance of the Whitworth Street Conservation Area and on the setting and significance of the nearby listed buildings.

2.10 The Statement concludes that:

- The Proposed Development is therefore expected to be experienced as a peripheral or background element alongside these existing buildings and will reinforce the urban context of the Conservation Area. The resulting impact from this change is considered to be neutral. The Proposed Development will not directly affect any listed buildings and shall sustain their setting and heritage significance.
- The Heritage Statement also confirms that that there would be no harm to the significance of the following:
 - Manchester South Junction and Altrincham Railway Viaduct (grade II listed building)
 - Former Refuge Assurance Company Offices (grade II* listed building)
 - India House (grade II* listed building)
 - Lancaster House (grade II* listed building)
 - Asia House (grade II* listed building)
 - Manchester House (grade II listed building)
 - Lass O’ Gowrie Public House (grade II listed building)

2.11 The assessment concludes that the relationship of the Proposed Development to various listed buildings to be appropriate such that no harm is caused to the setting or significance of these buildings.

2.12 In terms of the Townscape and Visual Impact Assessment itself, this presents a broader assessment of the impact of the Proposed Development upon the townscape qualities of this part of the city centre and of its visual impact. The assessment concludes that there are townscape and visual benefits, with an isolated instance of harm relating the visual amenity of residents of Bracken House. This instance of harm is not unacceptable in the urban context within which the site is located.

2.13 Having regard to the conclusions of the Heritage Assessment and Townscape and Visual Impact Assessment it can be concluded, fairly, that the Proposed Development

presents an appropriate design response both in heritage and general townscape terms. It would be a positive addition to the city-skyline.

Effect on World Heritage Sites

- 2.14 The development is not within or in close proximity to a World Heritage Site.

Relationship to transport infrastructure

- 2.15 This criterion requires applicants to consider how the scheme relates to the local transport infrastructure and its level of accessibility.
- 2.16 The planning application is accompanied by a Transport Statement. This demonstrates that due to the location of the development and the high degree of accessibility of the site by public transport, the proposal is not expected to result in material changes in the local network traffic condition within the city centre.
- 2.17 Further, it concludes that the site is within a highly accessible location, with the Transport Statement and Framework Travel Plan confirming that it is served by a wide range of sustainable modes of transport (tram, train, bus, and cycle route. It is also within walking distance of key services and facilities in the city centre. The scheme will also include a sufficient provision of secure cycle storage facilities for residents to store their own bicycles.

The architectural quality of the building

- 2.18 The site's position within the strategically important Oxford Road Corridor and being within the setting of important listed buildings and the Whitworth Street Conservation Area requires a carefully considered design approach to be taken.
- 2.19 These factors have underpinned the design evolution of the Proposed Development. The architectural design of the Proposed Development is fully expressed within the accompanying DAS, which demonstrates that the Proposed Development would delivery high quality design.
- 2.20 The key aspects which underline the architectural quality of the building include:
- the façade treatment of the proposed building has taken context from the Victorian and Edwardian buildings in the area surrounding the site. Primary frontages of the buildings in the area are typically heavily detailed and decorated, using higher quality materials. The predominant colour palette of the area is that of earthy reds and browns, through to greens and whites. More recent schemes in the area, such as the Maldron Hotel and Circle Square, have sought to replicate these tones. In comparison, side elevations are less decorative and use white glazed tiles.
 - The Charles Street and viaduct facing facades are treated with rich ornamentation, red / brown and green colour and detailing, to reflect the approach taken on nearby historic buildings. The east and west elevations facing York Street and Bracken House are intended to express the function of the

accommodation through a strong grid, whilst drawing upon the contextual white palette of secondary elevations.

- The ground floor of the building would be treated differently to floors above to provide interest and variation in the street scene, and to provide permeability into the building.
- The building would make a positive contribution to the area. It would reflect and take cues from its surrounding context, both in terms of its materials and its massing and height.
- The development would also add interest and make a positive contribution to the street scene. The colour and massing of the building, particularly the oversail of York Street and the stepping back of the building from Charles Street will create interest and character.
- The massing of the building also limits amenity issues with surrounding buildings, particularly Bracken House, by ensuring that appropriate interface distances can be delivered.
- The internal design of the building would provide furnished living accommodation of a suitable size. It would include a range of accessible and larger units, ensuring the building is inclusive. A range of amenity spaces would be provided and would be accessible to all. These would foster social interaction in the building, fostering a sense of community.

Sustainable design and construction of the proposal

- 2.21 This criterion requires tall buildings to set exemplary standards in design because of their high profile and local impact.
- 2.22 The proposed development sets high design standards, which are set out within the DAS, the Energy and Sustainability Statement (ESS) which accompanies this planning application.
- 2.23 The ESS confirms that the Proposed Development will incorporate a range of measures to reduce carbon emissions, mitigate the effects of climate change, and to ensure the long-term resilience of the development to the effects of climate change. Measures include:
- Adopting a lean, clean, green strategy whereby:
 - Passive measures such as glazing and thermal structure are used to minimise energy demand (lean).
 - Energy efficient services and plant will provide energy demand (clean).
 - Utilising low or zero carbon energy sources (green).
 - Targeting a BRE AAM 'Excellent' rating as a minimum with an ambition for 'Outstanding'.

- Utilising an all-electric building services strategy.
- Air-source heat pumps will be used to meet energy demands (air-to-air heat pumps to provide heating and cooling for the development and an air-to-water heat pump to provide part of the energy requirement for the domestic hot water system).
- Achieving a 54% carbon reduction (relative to Part L 2010) and 11% against Approved Document L 2021.
- Reducing embodied carbon to achieve the Royal British Institute of Architects (RIBA) target of less than 643kgCO₂e/m² and achieve the 2030 target of less than 625kgCO₂e/m².

2.24 The Proposed Development demonstrates that a range of measures have been embedded which seeks to ensure the delivery of a sustainable development in accordance with local and national objectives.

2.25 In addition to the energy measures incorporated, the Proposed Development seeks to make effective use of previously developed land and is situated in a highly sustainable location. In order to maximise its location, the Proposed Development incorporates secure cycle storage for residents/occupants. The Framework Travel Plan established a strategy for the Proposed Development which seeks to promote and maximise the use of sustainable travel patterns and forms part of the planning application.

The credibility of the design

2.26 This criterion acknowledges that tall buildings can be expensive to build but expects that the architectural quality is not diluted through the process of procurement, detailed design and construction. Jadebricks is experienced in delivering high quality developments through the development process and through commissioning SimpsonHaugh has engaged a renowned architectural practice, supported by technical experts in various fields, as explained below.

2.27 Jadebricks intends to retain, own and operate the completed development and thus recognises the importance of quality and attention to detail in the construction process.

2.28 The revised scheme has also been subject to pre-application consultation with Historic England and Senior Officers of Manchester City Council. The scheme has evolved and responded positively to the constructive feedback received during this process.

2.29 The Proposed Development has been developed with input from a highly experienced and comprehensive team of specialist consultants who are experienced in advising on all aspects of tall buildings and hold the relevant technical qualifications to do so. The team comprises:

Discipline	Company
Developer	Jadebricks (Charles Street) Ltd

Discipline	Company
Architect	SimpsonHaugh
Project Manager	Gardiner & Theobold
Planning Consultant	Turley
Environmental Impact Assessment	Turley EIA
Built Heritage	Turley Heritage
Townscape and Visual Impact	Turley TVIA
Archaeology	Oxford Archaeology
Transport	Curtins
Air Quality	Miller Goodall
Noise and Vibration	Hann Tucker
Wind Microclimate	GIA
Daylight, sunlight and overshadowing	GIA
Flood Risk and Drainage	DP Squared
Ground Conditions	Geoassist
Ecology	E3P
Energy and Sustainability	BPP
Mechanical, electrical and utilities advisor	Caldwell Consulting
Economics	Turley Economics
Crime Impact	Greater Manchester Police
Student Need	Cushman and Wakefield
Fire Strategy	OFR

Contribution to public space and facilities

- 2.30 This criterion requires development to interact with and contribute positively to its surroundings at street level, particularly in relation to public realm.
- 2.31 As described above, the Proposed Development achieves this objective through:
- Introducing animation and activity along the Charles Street frontage, through the provision of the walled garden, and maximising the animation by utilising the perforated opening screens of the walled garden.
 - Continuing the back of pavement building line that characterises much of this part of the city, and which recent development along Charles Street has strengthened.

Effect on the local environment

- 2.32 This criterion requires an assessment of environmental factors such as: microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.
- 2.33 Assessments have been undertaken in respect of ecology, wind and microclimate, TV reception, sunlight, daylight and overshadowing, and noise, to establish the impact which the proposed development will have.
- 2.34 These assessments are presented as individual technical documents (air quality, ecology, TV reception, noise and wind microclimate) and chapters within the Environmental Statement (daylight, sunlight and overshadowing). A summary of their conclusions is provided within the Planning Statement.
- 2.35 These demonstrate that the scheme will not result in any significant adverse effects subject to the deployment of specified mitigation.
- 2.36 Inevitably there will be some adverse effects but these are commonplace in any major redevelopment proposal in a dense urban setting and in many respects are unavoidable. The effects are within the parameters of acceptability and in any event are materially outweighed by the environmental benefits of the scheme which include townscape and visual benefits, a reduction in surface water run-off rates and the remediation of a contaminated site.

Contribution made to the permeability of the site and the wider area

- 2.37 This criterion requires a contribution to the wider area and opportunities to offer improved accessibility. The Proposed Development delivers enhancements to the public realm along Charles Street through increasing animation and activity. The perforated screens at ground floor and presence of windows serving amenity and accommodation areas above will bring enhanced natural surveillance and activation of the area.
- 2.38 The enhancements to the public realm together with the scale and architectural quality of the building will encourage greater pedestrian movement along Charles Street between the Oxford Road Corridor and North Campus (and Piccadilly beyond) in line with strategic regeneration objectives. This is an important benefit of the proposed development.

The provision of a well-designed environment

- 2.39 This criterion requires the quality of life of those who use the buildings, including function, fitness for purpose and amenity, to be taken into consideration. Further, it requires local authorities to consider a range of broader issues including ease of access, means of escape and public safety requirements.
- 2.40 The development will meet the relevant Building Regulations requirements relating to building safety and risk, including in respect of accessibility and emergency access and egress and fire safety.

- 2.41 The development has been conceived as a high-quality living environment at the outset, with large and well-equipped bedrooms with large amenity areas which promote resident interaction and the creation of communities within developments.
- 2.42 The site's location in the heart of the city centre and close to key amenities is also important, ensuring residents are well connected and able to access opportunities for study and socialising.
- 2.43 Rooms are designed to be light and spacious, providing appropriate levels of amenity for its occupants. Having regard to relevant space standards and generous levels of shared amenity spaces residents will be provided with appropriate levels of space.
- 2.44 Six accessible studios are to be spread across levels 9 - 14, equating to 5% of provision. They will be accessible via wheelchair accessible routes 1300mm wide.
- 2.45 The layout and fitout of these rooms will comply with guidance contained within BS8300 and Building Regulations (Approved Document M). The rooms will be adaptable, enabling fit out as large non-accessible accommodation and vice versa.
- 2.46 Accessible rooms will have switches, sockets and controls at a height which is usable by all (between 450mm and 1200mm from the floor). Opening vent panels will also be easy to operate for all and large glazing will provide clear unobstructed views.
- 2.47 The development is expected be provided with 24-hour concierge for the safety and securing of residents.
- 2.48 The operator, once appointed, responsible for the management and maintenance of the building's interior and exterior and will undertake regular checks to ensure the building and its facilities remain in good working order for the benefit of residents. A facility management strategy is expected to be a conditional requirement of the planning permission.

3. Conclusion

- 3.1 This Tall Building Statement has taken into consideration all the criteria set out within the CABE Guidance on Tall Buildings (2007) and the Historic England Advice Note 4: Tall Buildings. It has concluded that the Proposed Development has taken account of each criteria through the various reports included within the planning application and assessments in the Environmental Statement.
- 3.2 In summary, the assessment concludes that the proposed development achieves the following:
- The development is sustainably located in relation to **transport infrastructure**, being in the most accessible part of the city centre and is therefore suited to very high-density development.
 - The development is of an appropriate architectural style which is consistent with and **reflects the locality**, providing a modern interpretation of the dominant historic architecture of the Whitworth Street conservation area and surrounding areas. The development will enhance the conservation area and sustain the setting and significance of nearby listed buildings.
 - The development will achieve the requisite **sustainability standards** required by Manchester City Council.
 - The development is deliverable, and the **architectural design is appropriate** for its intended purpose.
 - The **development embraces the surrounding public realm** providing an active frontage and enhancing the streetscene.
 - The development will not result in any unacceptable impacts on the **local microclimate** as evidenced through supporting documents submitted as part of the application and within the Environmental Statement.
 - The development will maintain and enhance the use of key routes past the site by providing an **active ground floor frontage** to Charles Street and developing a currently vacant site which detracts from experience and environmental quality of the locality.
 - The development will **meet the needs of its user groups** (both active and passive).
- 3.3 Overall, the Proposed Development would deliver a high-quality addition to the City and achieves full compliance with respect to the Council's policies for the development of tall buildings.

Appendix 2: Blue and Green Infrastructure Strategy

1. The Manchester City Council validation checklist states the following:
2. Blue and Green Infrastructure Statement – ‘Manchester’s Great Outdoors – A Green and Blue Infrastructure Strategy for Manchester 2015-2025’ (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development and there is a need to explore opportunities for such improvements as part of this proposal and how it seeks to respond to the Vision and Objectives of the plan with reference in particular to pages 12, 16, 20, 31 and 39.
3. It is noted that since the validation checklist was published, the Green and Blue Infrastructure Strategy was refreshed in 2021 ([Appendix B Green and Blue infrastructure refresh.pdf](#)). However, the vision and objectives are unchanged.
4. This report provides an assessment of the proposed development in relation to the vision and objectives.
5. In undertaking the assessment, recognition must be given to the limitations presented by the application site. It is a small, previously developed site which is entirely covered in hardstanding. It is located within a part of the city centre which is to be a key focus for growth and development. In order to achieve efficient use of the site and to enable a viable, deliverable development, there are significant constraints on what can be achieved within the site boundary.

Assessment

6. The overarching vision of the refreshed Green and Blue Infrastructure Strategy is that:

“By 2025, climate-resilient well-maintained green and blue spaces remains an integral part of all neighbourhoods. The city’s communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces, and safe green routes for walking, cycling and exercise throughout the city. Green and blue infrastructure will be supporting Manchester’s growth.”
7. The development provides an area of ground floor amenity space within an enclosed ‘walled garden’ for the enjoyment by residents of the development. This area will contain some planting. Whilst not publicly accessible it provides access to an area of outdoor space. The proximity of the site to Symphony Park, a short distance to the south within the Circle Square development will enable access to a larger area (2.31 hectares) of landscaped multi-functional open space is important, as this is designed to be an important green infrastructure asset to serve this part of the city centre. It is managed by Bruntwood as part of their overall management of Circle Square. It therefore fulfils the role envisaged by the vision in respect of green spaces.

8. The site is also c. 350 m from Vimto Park to the west. This is an existing green space within the ID Manchester Strategic Regeneration Framework (SRF) boundary. Consultation on the draft SRF took place earlier in 2023. The SRF notes that Vimto Park is the largest green space in the SRF area and that it contains a large number of good quality trees. The SRF proposes to make the park 40% larger and add new flowering trees and planting beds could be established to complement the existing mature trees. These proposals are illustrated below.

Figure 3.1: Extract from draft ID Manchester SRF document



9. The site also benefits from close proximity (c.300m walking distance) to the Rochdale Canal – an important blue infrastructure asset. The Canal and River Trust has been working with Manchester City Council to improve the canal between Castlefield to the Aytoun Street Bridge (i.e. the stretch close to the application site). The Canal and River Trust’s website⁴⁶ notes that the improvements made are “*reflected in the vitality of this area today and in it being awarded Green Flag status, an international accolade recognising well managed parks and green spaces.*”.
10. The Canal and River Trust also undertook consultation in 2022 on further improvements on a further stretch including the underpass at Aytoun Street.
11. These green and blue infrastructure assets fulfil an important role in this part of the city centre and ensure that future residents of the development to have access to the types of spaces integral to the Green and Blue Infrastructure Strategy’s vision.
12. The objective of the Strategy is, broadly, of greater relevance to developments or initiatives taking pace at a greater than individual building scales and as such they are of limited relevance. Nonetheless, the Proposed Development aligns with aspects of the objectives such as:

Improving connectivity and accessibility to the green and blue infrastructure within the city and beyond.

13. The development will not directly achieve this, but it will play an important role in improving the street-level experience of pedestrians and cyclists on Charles Street, potentially encouraging such movements and facilitating connections to the wider sustainable transport network (notable the Bee Network cycling route on Oxford Road). These routes can provide access to green and blue infrastructure in the wider area.

Conclusion

14. The Proposed Development is constrained in its ability to contribute to the green and blue infrastructure network. Nevertheless, it includes an area of semi-outdoor amenity space which is supplemented by the existing provision in close proximity (Symphony Park, Vimto Park and the Rochdale Canal). The development will also have an indirect benefit in terms of connectivity to green and blue infrastructure in the wider area by improving the pedestrian and cyclist experience along Charles Street, leading to wider networks which connect to green and blue infrastructure.

Appendix 3: Planning Application Document Schedule

Document / Drawing Title	Document / Drawing Reference	Author
Forms and certificates		
Application forms and certificates	N/A	Turley
Drawings and plans		
Site Location Plan	10489-SHP-ZZ-A-B5D8-G100-XP-00-001	SimpsonHaugh
Existing Site Plan	10489-SHP-ZZ-A-B5D8-G100-XP-00-002	SimpsonHaugh
Demolition Plan (Existing)	10489-SHP-ZZ-A-B5D8-JC20-XP-XX-001	SimpsonHaugh
General Arrangement – Ground Floor	10489-SHP-ZZ-A-B5D8-G200-PL-00-001	SimpsonHaugh
General Arrangement – Level 01	10489-SHP-ZZ-A-B5D8-G200-PL-01-001	SimpsonHaugh
General Arrangement – Level 02	10489-SHP-ZZ-A-B5D8-G200-PL-02-001	SimpsonHaugh
General Arrangement – Typical Levels 03-08 (Level 03 shown)	10489-SHP-ZZ-A-B5D8-G200-PL-TY-001	SimpsonHaugh
General Arrangement – Typical Levels 09-14 (Level 09 shown)	10489-SHP-ZZ-A-B5D8-G200-PL-TY-002	SimpsonHaugh
General Arrangement – Roof	10489-SHP-ZZ-A-B5D8-G200-PL-RF-001	SimpsonHaugh
General Arrangement – Roof Parapet	10489-SHP-ZZ-A-B5D8-G200-PL-RF-002	SimpsonHaugh
General Arrangement – Section AA	10489-SHP-ZZ-A-B5D8-G200-SE-AA-001	SimpsonHaugh
General Arrangement – Section BB	10489-SHP-ZZ-A-B5D8-G200-SE-BB-001	SimpsonHaugh
General Arrangement – South (Charles Street) Elevation	10489-SHP-ZZ-A-B5D8-G200-EL-ES-001	SimpsonHaugh
General Arrangement – West (York Street) Elevation	10489-SHP-ZZ-A-B5D8-G200-EL-EW-001	SimpsonHaugh
General Arrangement – East Elevation	10489-SHP-ZZ-A-B5D8-G200-EL-EE-001	SimpsonHaugh

General Arrangement – North Elevation	10489-SHP-A3-A-B5D8-G200-EL-EN-001	SimpsonHaugh
General Arrangement – South (Charles Street) Elevation	10489-SHP-ZZ-A-B5D8-G200-XE-ES-001	SimpsonHaugh
General Arrangement – West (York Street) Elevation	10489-SHP-ZZ-A-B5D8-G200-XE-EW-001	SimpsonHaugh
Façade Detail – Charles Street Upper Typical	10489-SHP-ZZ-A-B5D8-G251-DE-XX-001	SimpsonHaugh
Façade Detail – Charles Street Lower Typical	10489-SHP-ZZ-A-B5D8-G251-DE-XX-002	SimpsonHaugh
Façade Detail – North Elevation Typical (Parapet)	10489-SHP-ZZ-A-B5D8-G251-DE-XX-003	SimpsonHaugh
Façade Detail – York Street Lower Typical	10489-SHP-ZZ-A-B5D8-G251-DE-XX-004	SimpsonHaugh
Façade Detail – York Street Upper Typical	10489-SHP-ZZ-A-B5D8-G251-DE-XX-005	SimpsonHaugh
Façade Detail – East Elevation Typical (Parapet)	10489-SHP-ZZ-A-B5D8-G251-DE-XX-006	SimpsonHaugh
Façade Detail – East Elevation Ground Floor	10489-SHP-ZZ-A-B5D8-G251-DE-XX-009	SimpsonHaugh
Façade Detail – Charles Street Ground Floor	10489-SHP-ZZ-A-B5D8-G251-DE-XX-007	SimpsonHaugh
Façade Detail – York Street Ground Floor	10489-SHP-ZZ-A-B5D8-G251-DE-XX-008	SimpsonHaugh
Piling Plan	1983-CS-DP2-G200-PL-FD-0080	DP Squared
Planning Accommodation Schedule	10489-SHP-ZZ-A-B5D8-F900-SC-XX-001	SimpsonHaugh
Documents and reports		
Archaeological Desk Based Assessment	Dated November 2023	Oxford Archaeology
BREEAM Pre-Assessment Report	Dated 04 December 2023	BPP Energy
Broadband Connectivity Assessment	Dated 28 November 2023	GTech Surveys
Construction Environmental Management Plan	Dated 07 December 2023	Domis
Construction Noise and Vibration Assessment	31020/CNIA1	Hann Tucker Associates
Crime Impact Statement	Dated 06 December 2023	Greater Manchester Police

Design and Access Statement	10489-SHP-RP-B5D8-DAS P01	SimpsonHaugh
Energy and Sustainability Statement	Dated 07 December 2023	BPP Energy
Environmental Noise Survey and Noise Impact Assessment Report	31020/NIA1	Hann Tucker Associates
Fire Statement	Dated 07 December 2023	OFR Consultants
Flood Risk Assessment and Drainage Strategy	1983-CS-DP2-A180-RP-XX-9041	DP Squared
Heritage Statement	Dated December 2023	Turley Heritage
Interim Travel Plan	084709-CUR-XX-XX-T-TP-00003	Curtins
Neighbour Interface Statement	Dated 08 December 2023	Turley
PBSA Needs Assessment	Dated November 2023	Cushman & Wakefield
Phase 1 Desk Study and Preliminary Contaminated Land Risk Assessment	Dated October 2023	Geoassist Limited
Planning and Tall Building Statement ⁴⁷	Dated December 2023	Turley
Preliminary Ecological Appraisal	Dated December 2023	E3P
Socio-economic Regeneration Impact Statement	Dated December 2023	Turley
Statement of Community Engagement	Dated November 2023	Turley
Townscape and Visual Impact Assessment	Dated December 2023	Turley
Train Induced Vibration Assessment Report	31020/VAR1	Hann Tucker Associates
Transport Statement ⁴⁸	084709-CUR-XX-XX-T-TP-00002	Curtins
TV Reception Survey	Dated 28 November 2023	GTech Surveys
Ventilation Design Strategy	Dated 04 December 2023	Caldwell
Whole Life Carbon Assessment and Circular Economy Statement	Dated 07 December 2023	BPP Energy
Wind Microclimate Assessment Report	Dated 01 December 2023	GIA

⁴⁷ Includes a Green and Blue Infrastructure Strategy

⁴⁸ Includes a section on the Waste Management Strategy

Environmental Statement		
Volume	Title	Author
Volume 1	Chapter 1: Introduction	Turley EIA
Volume 1	Chapter 2: Approach to EIA	Turley EIA
Volume 1	Chapter 3: Site Context	Turley EIA
Volume 1	Chapter 4: Development Specification	Turley EIA
Volume 1	Chapter 5: Air Quality Screening Evaluation	Turley EIA
Volume 1	Chapter 6: Daylight, Sunlight & Overshadowing	GIA
Volume 1	Chapter 7: Assessment of Cumulative Effects	Turley EIA
Volume 1	Figure 1.1 Site Boundary Plan	Turley
Volume 1	Figure 4.1 Existing Site Plan, Application Location Plan	SimpsonHaugh
Volume 1	Figure 4.2 Existing Site Plan	SimpsonHaugh
Volume 1	Figure 4.3 Demolition Plan (Existing)	SimpsonHaugh
Volume 1	Figure 4.4 General Arrangement Plan (Ground Floor)	SimpsonHaugh
Volume 1	Figure 4.5 General Arrangement Plan (Level 01)	SimpsonHaugh
Volume 1	Figure 4.6 General Arrangement Plan (Level 02)	SimpsonHaugh
Volume 1	Figure 4.7 General Arrangement Plan Typical Levels 03 - 08 (Level 03 shown)	SimpsonHaugh
Volume 1	Figure 4.8 General Arrangement Plan Typical Levels 09 - 14 (Level 09 shown)	SimpsonHaugh
Volume 1	Figure 4.9 Proposed Site Plan (Roof)	SimpsonHaugh
Volume 1	Figure 4.10 General Arrangement Plan (Roof)	SimpsonHaugh
Volume 1	Figure 4.11 General Arrangement Elevation	SimpsonHaugh
Volume 1	Figure 5.1 TfGM Model Output	Miller Goodall
Volume 1	Figure 5.2 Location of Site, AQMA and MCC Monitoring	Miller Goodall
Volume 1	Figure 7.1 Approved Project Plan	Turley
Volume 2	Appendix 6.1 Drawings	GIA
Volume 2	Appendix 6.2 Daylight & Sunlight Results	GIA
Volume 2	Appendix 6.3 Overshadowing Results	GIA
Volume 3	Environmental Management Plan	Turley EIA
Volume 4	Non-Technical Summary	Turley EIA

Appendix 4: Strategic Site Context

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