

Planning and Tall Building Statement

Proposed development at The Hotspur Press,
Manchester

December 2023

Turley

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1. Introduction

- 1.1 This Planning and Tall Building Statement has been prepared by Turley on behalf of Manner ('the applicant'). It is submitted in support of an application for full planning permission for the redevelopment of the existing Hotspur Press site located on Cambridge Street in Manchester City Centre.
- 1.2 The proposed redevelopment will deliver the regeneration of the existing Hotspur Press complex, opening this up for public use and benefit and the provision of new, high quality residential accommodation. It comprises the partial restoration of the existing complex and the construction of 578 Purpose Built Student Accommodation (PBSA) bedrooms and associated amenity space within a building of part 4 storeys, part 36 storeys, and the inclusion of commercial/community space at ground floor level. The Proposed Development will also include considerable redevelopment to the front of Hotspur Press, forming a new area public realm with associated landscaping.
- 1.3 This Statement is intended to assist Manchester City Council ('MCC') (as the Local Planning Authority ('LPA')) and other stakeholders in understanding the Proposed Development Site ('PDS') and the Proposed Development, the prevailing planning policy framework and compliance of the proposal with it, and the weight to be applied to other material considerations.

Hotspur Press – a unique regeneration opportunity

- 1.4 The Hotspur Press is an iconic former industrial complex prominently located in Manchester City Centre. It comprises a range of Victorian buildings which work together to present a coherent whole, set against the backdrop of Victorian railway arches.
- 1.5 Its' location is no less significant, situated within the economically important Oxford Road Corridor and forming the bookend of a transition zone between the First Street regeneration area and the Mackintosh Village complex of residential buildings.
- 1.6 Hotspur Press is quintessentially Manchester. It is buildings of this type which give the City Centre its identity and character. The success story that is the regeneration of Manchester City Centre owes much to the repurposing of buildings of this type, which has spearheaded the reinvention of key quarters of the City Centre which went unloved for decades.
- 1.7 This is a process that does not end the City Centre continues to evolve its role, function and appeal as a place to live, work and visit.
- 1.8 Set against this backdrop, Hotspur Press is one of the last regeneration opportunities of its type in the City Centre. It provides the opportunity to showcase how far Manchester has come on its regeneration journey through bringing innovation and creativity to the design process and delivering a best-in-class form of development which responds to the marriage of opportunity and need.

1.9 To this end, the Proposed Development has been designed to maximise its benefits and effectively manage its localised impacts. It goes above and beyond in order to add value to the community in which it is located. The Proposed Development's objectives and purpose have been carefully curated through a thorough consideration of its context and what is presented for planning permission is a development which does justice to these objectives. These can be summarised as:

- Securing the protection of the existing heritage asset in a viable manner and insofar as compatible with the relevant regulatory framework and revealing, celebrating and opening this up for wider community use.
- Providing space (internal and external) for all, including a flexible commercial / community space at ground floor.
- Providing uses and facilities which the local area is lacking in.
- Supporting improved connections between First Street and Oxford Road.
- 'Giving back' and achieving an effective and positive integration into its neighbourhood context.
- Taking advantage of the Site's accessible location.
- Providing a form of residential development for which there is a significant need.
- Delivering a statement design which reflects the Site's prominent location.

The Planning Application

1.10 The Proposed Development is subject of a full planning application. The description of development is as follows:

"Partial demolition of the former Hotspur Press Complex (Medlock Mill) with partial façade retention and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) within a part 4-storey and part 36-storey building with ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works."

The Applicant

Manner

1.11 Manner's roots are firmly established in the development of regenerative city centre projects. Working with local communities and stakeholders, Manner are driven by a vision to transform outmoded buildings into exceptional places that will carve the trajectory of the urban landscape for generations to come. Notable among their track record is The Store House, a 369-bed student accommodation and mixed-use development that revitalised the former House of Fraser site in the heart of Leeds.

- 1.12 Manner understand the importance of heritage assets such as The Hotspur Press and their track record speaks to an unwavering dedication to deliver buildings of the highest architectural integrity, which respect the historical significance of their local areas, yet embrace modern city living.
- 1.13 Acting as both Developer and Operator, Manner take a long-term approach, meaning they value the importance of building strong relationships with local residents, ensuring they create places which are deeply rooted to their neighbourhoods and that enable diverse communities to flourish. In doing so, Manner recognise the positive Regenerative Value Creation this can deliver for our people, places and planet.

The Planning Application Documents

1.14 The following documents accompany this planning application:

- Application Forms and Certificates; prepared by Turley
- Planning and Tall Building Statement; prepared by Turley
- Design and Access Statement (including Accessibility Statement); prepared by Hodder + Partners
- Architectural Drawings; prepared by Hodder + Partners
- PBSA Assessment of Need; prepared by Knight Frank
- Air Quality Assessment; prepared by Tetrattech
- Transport Assessment; prepared by Curtins
- Framework Travel Plan; prepared by Curtins
- Socio-economic Regeneration Impact Statement; prepared by Turley Economics
- Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy; prepared by LK Group
- Preliminary Ecological Appraisal; prepared by Estrada Ecology
- Bat Activity Survey Report; prepared by Estrada Ecology
- Black Redstart Report; prepared by TEP
- Blue Green Infrastructure Strategy; prepared by Macgregor Smith
- Waste Management Strategy; prepared by Tetrattech
- Broadband Connectivity Assessment; prepared by Pager Power
- TV Reception Survey; prepared by Pager Power
- Crime Impact Statement; prepared by GMP

- Environmental Standards Statement; prepared by Hoare Lea
- Circular Economy Statement; prepared by Hoare Lea
- Energy Strategy Report; prepared by Applied Energy
- Student Management Strategy; prepared by Fresh
- Statement of Community Engagement; prepared by Turley Strategic Communications
- Fire Strategy Statement; prepared by Bureau Veritas
- Interim / Outline Construction Management Plan; prepared by Third London Wall
- Archaeological Desk-Based Assessment and Written Scheme of Investigation; prepared by Salford Archaeology
- Landscape Drawings; prepared by Macgregor Smith
- Structural Survey; prepared by Civic Engineers
- Viability Appraisal; prepared by CBRE
- Flood Risk Assessment and Drainage Strategy; prepared by Civic Engineers
- Heritage Statement, prepared by Heritage Architecture

1.15 The application is supported by an Environmental Statement (ES) through which a number of key topics are considered. The structure of the ES is as follows:

- Chapter 1: Introduction
- Chapter 2: Approach to EIA
- Chapter 3: Site Context
- Chapter 4: Development Specification
- Chapter 5: Consideration of Alternatives
- Chapter 6: Topics which are Not Significant
- Chapter 7: Townscape and Visual
- Chapter 8: Built Heritage
- Chapter 9: Climate Change
- Chapter 10: Socio-Economics and Human Health

- Chapter 11: Noise and Vibration
- Chapter 12: Wind Microclimate
- Chapter 13: Daylight, Sunlight and Overshadowing
- Chapter 14: Flood Risk and Drainage
- Chapter 15: Assessment of Cumulative Effects
- Chapter 16: Summary of ES

Community, Member and City Council Engagement

- 1.16 The submission of this planning application has been supported by a comprehensive consultation process which demonstrated a wide-reach and further opportunity for participants to feedback prior to submission. This is explained in fuller detail within the Statement of Community Engagement.
- 1.17 In brief, this has involved several stages of pre-application engagement with City Council Officers, ward member briefings and a public webinar and associated direct engagement with local residents. In respect of the latter, there remains a live dialogue with resident groups within the local area to explore how the scheme may be shaped to ensure its impacts are effectively managed and that the development successful integrates with the established residential neighbourhood located nearby and is a positive contributor to the area. This includes, for example, through the management of the development and how the ground floor space within the building may be used.

Structure of this Statement

- 1.18 The remainder of this Statement is structured as follows:
- **Section 2** describes the application site and its surroundings.
 - **Section 3** sets out the background to the application.
 - **Section 4** describes the development proposal.
 - **Section 5** lays out the approach to decision making.
 - **Section 6** considers the strategic case for planning permission.
 - **Section 7** describes how the proposal achieves high-quality design.
 - **Section 8** considers the potential amenity impacts of the proposal.
 - **Section 9** considers the potential environmental impacts of the proposal.
 - **Section 10** describes the benefits weighs against any adverse impacts in determining the 'planning balance' and whether, in overall terms, proposal represents a sustainable form of development.

- **Section 11** provides the concluding remarks.

Appendix 1: Tall Building Statement

Appendix 2: Planning Application Document Schedule

Appendix 3: Relevant Planning Policy Summary

Appendix 4: Full Planning Application History

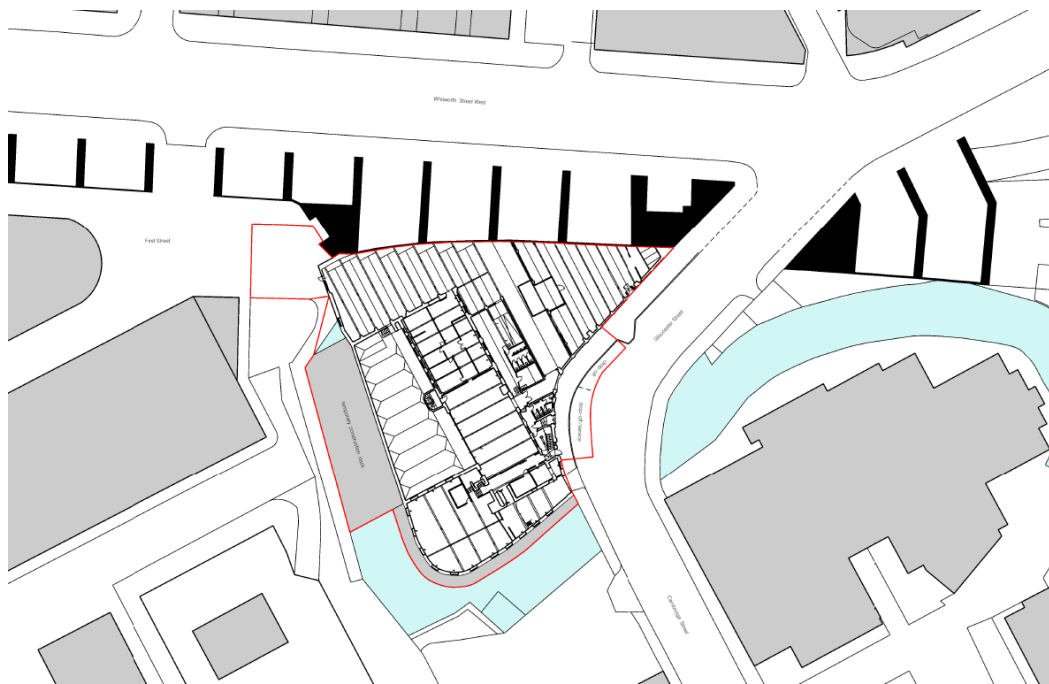
2. Site and Surroundings

- 2.1 This section of the Planning and Tall Building Statement describes the Site and its surrounding context.

The Site

- 2.2 The PDS comprises 0.28 ha of previously developed land located within Manchester City centre (as shown in **Figure 2.1**). The site currently comprises Hotspur Press – several vacant buildings which have been on the site for c. 200 years.
- 2.3 The site is located to the west of Oxford Road Station, bounded by the Manchester Viaduct to the north, Cambridge Street to the east and the River Medlock to the south and west. Across the River Medlock to the west lies the First Street development, a key redevelopment in the city which has developed into one of Manchester’s most vibrant neighbourhoods. Further detail on the site and the surrounding area follows.

Figure 2.1: Site Location Plan



- 2.4 The PDS currently comprises four buildings constructed between 1801 and 1882 that together form Medlock Mill, also known as the ‘Hotspur Press’. Medlock Mill itself was constructed in 1801, followed by the 1 storey shed to the west of the mill adjacent to the River Medlock and a larger set of sheds to the north and north-east being constructed during the 1880s. In 1880, the development was completed through the addition of a large, curved block to provide warehousing space to the south of the mill.
- 2.5 The longest owner and business to have occupied Medlock Mill was Percy Brothers Limited. Percy Brothers purchased the site in c1900, renamed the building as ‘The

Hotspur Press'. A series of alterations have eroded some of the original mill of the original textile mill use and subsequently, compromised some of the historical value of the property. Given the scale and volume development on site, the existing building represents an inefficient use of the site in the context of its location and level of accessibility.

Figure 2.2: The PDS with First Street and Deangate Square / First Street in the background



- 2.6 The site has been vacant since 2014 and has remained closed to the public since. As such, there is no existing pedestrian or vehicular access. The existing development restricts pedestrian access to the River Medlock and the First Street development.

A strategic location in the City Centre

- 2.7 Manchester is a growing and ambitious city at the heart of the Greater Manchester City Region. The City of Manchester has a population of circa 586,100¹. The City Region has an economy bigger than that of Wales or Northern Ireland.
- 2.8 The City Region has a diverse economy, with the potential to grow in a number of key sectors. Central to this potential is its excellent universities, higher education establishments and first-class culture and sport. Manchester is a centre of excellence for research and learning as it is home to several institutions of higher education including

¹

Manchester City Council Forecasting Model ("MCCFM")
https://secure.manchester.gov.uk/info/200088/statistics_and_intelligence/438/population

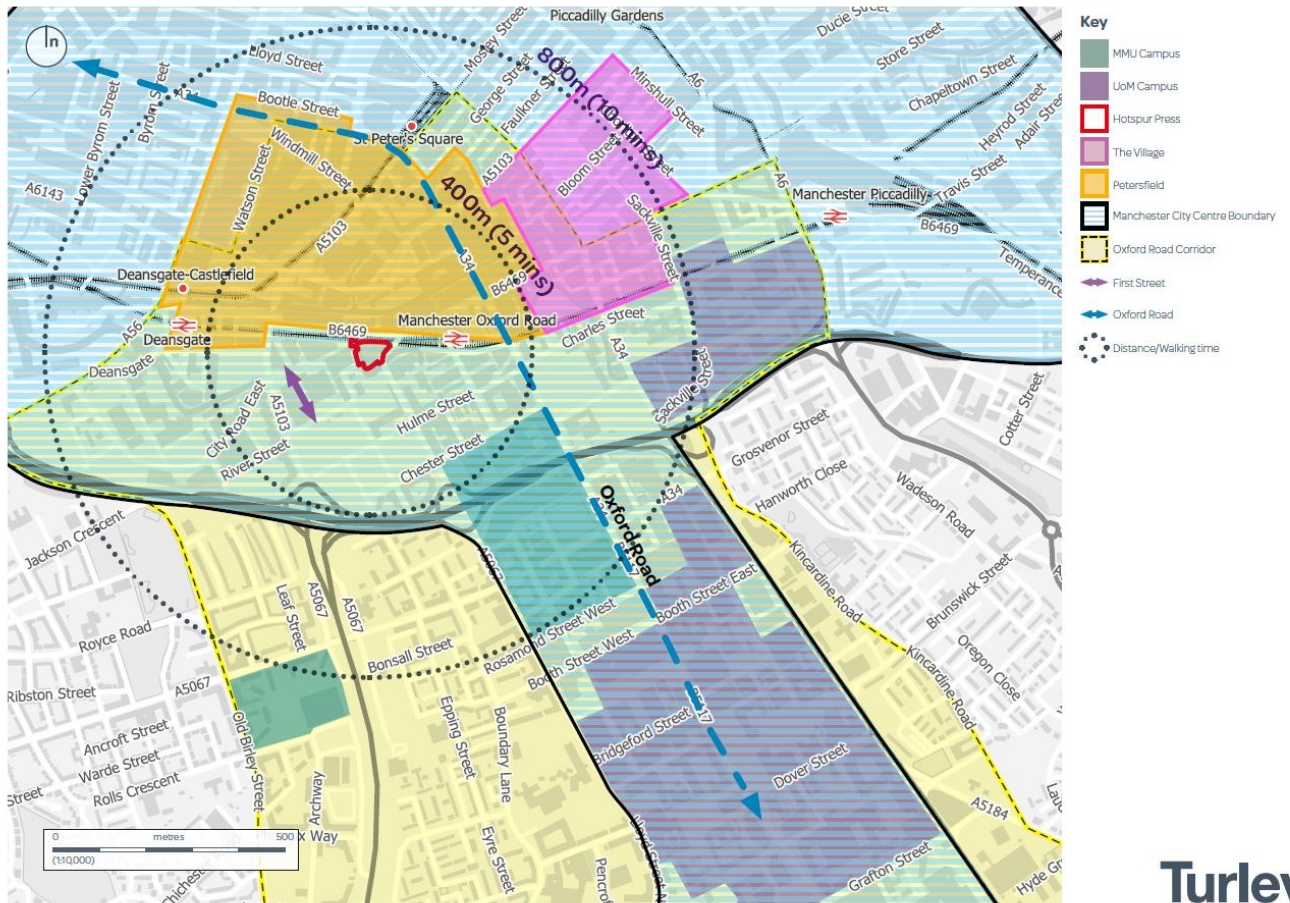
the Manchester Metropolitan University (MMU), University of Manchester (UoM), the Royal Northern College of Music and Manchester University NHS Trust Foundation clustered around the Oxford Road Corridor within which the site is located.

- 2.9 Manchester City Centre is the central hub of the regional transport network, is easily accessible and provides a fifth of all jobs in the City Region. The City's growth has been driven by the expansion of a number of sectors including commercial and professional services, science and research, culture and media, advanced manufacturing and ICT and is one of the top European cities for business locations.

Surrounding Context

- 2.10 The PDS is situated in a strategic location within the Oxford Road Corridor - the city's higher education hub and a key economic area of the City centre. Located near the core regeneration areas of Manchester Civic Quarter, Whitworth Street West and Great Jackson Street, the PDS lies in a sustainable location. **Figure 2.3** below shows the strategic context of the PDS.
- 2.11 It occupies an important location marking the transition between the First Street development and Oxford Road. The development has an important role in improving connections between these two City Centre neighbourhoods.
- 2.12 The site is located to the east of First Street, a mixed-use development which includes a range of uses, including office, hotel, car park, commercial and retail. First Street offers substantial potential to accommodate and contribute to the City centre's future growth and expansion.

Figure 2.3: Strategic Context of the PDS.



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Figure 2.4: First Street Neighbourhood



Figure 2.5: Oxford Road Looking North



- 2.13 Whilst located adjacent to the First Street development area, the PDS also has a close relationship with the established City Centre residential neighbourhood located to the east and centred on the complex of former mill buildings which comprise the Mackintosh Village.
- 2.14 This is a successful and vibrant residential-focused part of the City Centre, providing a range of accommodation, including being one of the few parts of the City Centre which provides family housing. The Mackintosh Village was developed in the late 1990s and early 2000s, being one of the first modern ‘city living’ areas of the City Centre. It was a pioneering development in that regard and set the tone for the City Centre’s growth as a location to live.
- 2.15 The PDS lies on the western periphery of the Mackintosh Village which is largely centred on the area to the east of Cambridge Street.
- 2.16 The Mackintosh Village celebrates Manchester’s industrial past and has brought a number of otherwise redundant mill buildings back into productive use. Hotspur Press is one of the last remaining industrial buildings of its type in this location yet to be developed. It can make a positive contribution to this successful neighbourhood, providing the opportunity to introduce high quality public space for use by the local community, improving connections between Mackintosh Village and First Street and celebrating and revealing the unique and historic architectural character of the PDS.

Figure 2.6: Mackintosh Village



- 2.17 To the west of the PDS, beyond First Street, lies the Great Jackson Street regeneration area where significant residential development has been delivered and continues to be under construction.
- 2.18 This is a transformative regeneration area designed to create a new residential-led neighbourhood that has a scale and form of development appropriate to its gateway location. This includes the delivery of the four residential towers at Owen Street, otherwise referred to as the '*Deansgate Towers*' (**Figure 2.5**), which range from 37 – 64 storeys and provide 1,508 residential units². This is supplemented by Elizabeth Towers (**Figure 2.6**) in close proximity and delivers a further 665 residential units.

Figure 2.7: Deansgate Square (Source: SimpsonHaugh and Partners)



Figure 2.8: Elizabeth Towers



- 2.19 To the north of the site is the railway viaduct and associated archways, which provides key transport connections to nearby stations Deansgate, Oxford Road and Piccadilly, in addition to links/services across the country. Manchester Metrolink can also be accessed at Deansgate station, St Peters Square and Piccadilly station, providing transit across Greater Manchester.
- 2.20 **Figure 2.4** illustrates that the site sits in close proximity to several key regeneration and growth areas comprising the locations summarised above. In combination, these areas play a strategic role in 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.

Accessibility

- 2.21 The PDS is located in a highly sustainable and accessible location and as such, is located within walking distance of key public transport connections and key attractions within the city centre. Existing pedestrian links are present around the site, which leads to the primary routes towards the centre of Manchester along Cambridge Street (north-south) and Whitworth Street West (east-west).
- 2.22 The PDS is within easy walking distance to both UoM and MMU campuses with dedicated pedestrian and cycle routes, notably along Oxford Road. As shown in **Figure 2.4**, both universities campuses are within close proximity of the site providing future occupiers of the PBSA accommodation with a very good level of accessibility to their places of study.
- 2.23 Enhanced pedestrian and cycling infrastructure has recently been delivered through improvements to the Mancunian Way/Princess Parkway junction. These improvements provide safe and segregated cycle lanes and pedestrian footways that connect the city centre with the residential areas to the south of the Mancunian Way and beyond.
- 2.24 The PDS is situated in close proximity to sustainable modes of transport. Oxford Road railway station is located c. 200m to the east of the PDS. Deansgate railway station and Castlefield-Deansgate metro-link stop are located approximately 400m to the west.
- 2.25 A series of bus services (no. 101, 102 and 103) serve the stop to the south of Hotspur Press, with regular services connecting Piccadilly Gardens to Wythenshawe, Chorlton and Manchester Airport, respectively.
- 2.26 The PDS is, therefore, within a sustainable location for regeneration and development.

Environmental Designations

Flood Risk

- 2.27 The Environment Agency Flood Map for Planning³ classifies the site as being in Flood Zone 2. The small portion of the site lies within Flood Zone 3, however the majority of the site lies within Flood Zone 2. The nearest water source to the PDS is the adjacent River Medlock.
- 2.28 This designation has been considered as part of the Flood Risk Assessment prepared by Civic Engineers and submitted in support of this application.

Historic Designations

- 2.29 The PDS is not located within a designated Conservation Area. Within c.200m from the site is the Castlefield Conservation Area (to the east) and St. Peter's Square and Deansgate Conservation Area (to north).

3

<https://flood-map-for-planning.service.gov.uk/confirm-location?easting=383673&northing=397198&placeOrPostcode=M15%205FJ>

- 2.30 No listed buildings are situated on the PDS. There are several listed buildings/structures located within 250m. Full detail is provided within the Heritage Statement, provided by Heritage Architecture.

Ecological Designations

- 2.31 The site lies within a priority area for Black redstart. The site is dominated by a derelict building which offers potential nesting sites and feeding opportunities.
- 2.32 A proportionate mitigation strategy has been prepared by TEP and submitted as part of this planning application.

Planning History of the Site and Surrounds

- 2.33 An application was submitted⁴ in 2018 for the part demolition and redevelopment of Hotspur Press to deliver 171 residential units across 28 storeys including a range of additional uses with landscaping including a new public space and pedestrian route between Gloucester Street and First Street. This application was approved in October 2020.
- 2.34 A full planning history of the site is presented at **Appendix 4**.

3. Proposed Development

3.1 This section provides a summary of the Proposed Development at Hotspur Press.

The Development Vision

- 3.2 The Proposed Development represents a significant investment into the city comprising a high-quality PBSA scheme with public realm and restoration of one of the city's iconic heritage assets. The Proposed Development will be a local focal point and contribute to the vibrancy of the local area and the wider redeveloped First Street neighbourhood and knitting successfully into the Mackintosh Village residential neighbourhood.
- 3.3 An essential component of the Proposed Development is the delivery of a carefully crafted high-quality design which responds to the specific constraints and opportunities associated with the PDS and surrounding area to realise a scheme which not only contributes to the architectural and place making qualities of the First Street Regeneration area but provides a destination in itself.
- 3.4 The Proposed Development places a key focus on the existing Hotspur Press and the associated heritage importance. It is essential that the new build element of the Proposed Development maintains and enhances the established relationship with the existing building and the wider area.
- 3.5 The location of the Proposed Development offers an opportunity for ideally located PBSA. Through the creation of the 36-storey tower, the Proposed Development facilitates the creation of a community of students.
- 3.6 The development seeks to:
- Respond positively to the existing Hotspur Press by providing a development which focuses on the restoration and improvement of the asset.
 - Deliver a form of development which complements that coming forward in the wider First Street area, continuing to further the area's reputation for design quality and a place making focus. A potential pedestrian connection to First Street can improve the development's integration with the wider area, supporting improvement movement through this part of the City Centre and connecting First Street with Mackintosh Village and Oxford Road.
 - Capitalise on the site's city centre, highly sustainable location with unrivalled public transport links and strong walking/cycling infrastructure by providing a high-density form of development. The scheme will not provide any standard car parking, with c. 124 secure cycle spaces.
 - Make the most of Proposed Development's proximity to both universities (as illustrated in **Figure 2.3**).

- Contribute to sustainable development in Manchester and mitigate environmental impacts through appropriate design features. The scheme will retain the character and external experience of an industrial textile mill complex to keep the architectural quality of the area however windows and thermal envelope will be upgraded to current efficiency standards.
- Provide a high-quality piece of public realm and ground floor commercial or community space.

The proposals in detail

- 3.7 A detailed description of the Proposed Development including analysis of the application site and its surroundings is encapsulated within the accompanying Design and Access Statement (DAS), prepared by Hodder and Partners.

Retention and restoration of the existing complex

- 3.8 The historic façade of the east elevation of Hotspur Press is retained for its heritage value. By retaining the existing eastern façade, the proposal retains the ‘visual object’ of the 1801 mill and in turn provides a clear link to the site’s history.
- 3.9 The retained Hotspur Press forms a base to the proposed tower which provides a richer context, with a human scale at a ground level. Further, this approach ensure that the memory of the site remains visible from a number of local viewpoints.
- 3.10 The existing Hotspur Press is made up of several buildings, including ground floor sheds. These sheds will be mostly removed; however part of the roofs (north of the Mill) will be retained and modernised. The retention of this part of the development provides a covered area, forming a threshold to the new public square.

Table 3.1: Existing and Proposed Floorspace

	GEA (sqm)	GIA (sqm)
Existing	5,994.36	5,556.40
Proposed	24,214.00	20,912.00
PBSA (Sui Generis)	23,893.30	20,631.50
Flexible Commercial / Community Floorspace	320.70	280.50
TOTAL	18,219.64	15,355.60

- 3.11 The façade retention proposal will ensure the long-term protection of the existing historic asset and allow its unique architectural presence to be revealed and celebrated. This is in the context of the complex currently being in a significant state of disrepair and in danger of being lost. The celebration of the complex is at the very heart of this proposal and the driver of the design presented.

3.12 In this instance, Building Regulation requirements prevent the internal structure of the complex from being retained and converted to residential use.

3.13 The proposed description of the development is as follows:

“Partial demolition of the former Hotspur Press Complex (Medlock Mill) with partial façade retention and redevelopment of the site to provide Purpose Built Student Accommodation (Sui Generis Use Class) within a part 4-storey and part 36-storey building with ground floor commercial or community uses (Use Classes F(e), F2(a)(b) and E(b)), associated ancillary internal and external amenity space, public realm (including a new public square), hard and soft landscaping and associated highway works”

3.14 The Proposed Development comprises of a part 4-storey and part 36-storey purpose built residential building (PBSA) providing 578 no. student bedrooms, amenity space and public realm. The Proposed Development also provides commercial/community space at ground floor.

3.15 Student amenity spaces are located throughout the development. At basement level, there is a gym, games room, tv/cinema room, study room and designated break-out spaces. A lounge, winter garden and mezzanine are provided at ground floor. The scheme also includes laundry facilities.

3.16 In addition to the listed amenity facilities, the Proposed Development provides secure cycle storage for up to 124 bicycles (c. 21% provision). The operator proposes to monitor the uptake of the cycle parking on site through the implementation of a Travel Plan (or as part of a Student Management Plan). Consideration will also be given to the potential provision of ‘Brompton’ style bikes for students to hire for occasional use, should the results of monitoring advise this.

3.17 The student accommodation has been arranged to provide a range of cluster and studio apartments around a central core to maximise the efficient use of space available. The student accommodation is made up of a broad mix of units and will be offered at a range of price points.

3.18 Please refer to Section 5 of the Design and Access Statement for a more detailed overview of the proposed apartments.

The PBSA Offer

3.19 The Proposed Development includes a broad range of accommodation suited to the Manchester market and modern student expectations and which seeks to respond to the predominant need in qualitative terms.

3.20 This includes:

- 4 bed clusters which contain rooms ranging from 15.6sqm to 18.5sqm, with a shared 20.3sqm Living/Kitchen/Dining space.
- 6 bed clusters containing rooms ranging between 15.7sqm and 16.6sqm, with a share 33sqm Living/Kitchen/Dining space.

- The studios range from 19.9sqm to the 32.4sqm (for the accessible studio).
- 3.21 Each student will also have access to a range of amenity space, comprising, but not limited to a study area, cinema room, multi-media space, gym, break-out area, lounge area and terraces. Amenity space is a fundamental aspect of this scheme, and will prove opportunity for residents to socialise, work and study in a private yet social setting. This aspect of the Proposed Development will foster a sense of community amongst residents. The amenity space is provided at ground floor and lower ground floor level as follows:
- Ground floor - a lobby and reception area (c. 132 sqm), winter garden (c. 86 sqm), and a lounge (232 sqm).
 - Lower ground floor – gym (98 sqm), multi-media / games lounge (75 sqm), study area (116 sqm), tv / cinema room (74 sqm) and break-out space (73 sqm).
- 3.22 The variety of the accommodation on offer ensures that the scheme can provide home for a diverse student population with different accommodation needs and demands. In comparison to the average PBSA scheme in the City, the scheme provides well sized units. Other schemes, including Unite Student’s development at New Wakefield Street and Plot E at Birley Fields, developed and owned by Manchester Metropolitan University, provided considerably smaller units (10-12sqm and typically 12.5sqm, respectively).
- 3.23 Being located in a highly sustainable, city centre location, the scheme also provides residents with an abundance of facilities within close proximity – including the ground floor commercial unit on the site. The specification of the Proposed Development, in addition to the location, ensures that the proposal offers students a high-end, desirable living environment.

Operation and Management of the PBSA

- 3.24 Once operational, the scheme will be managed by Fresh. Fresh is a leading expert in the purpose-built accommodation sector with an unrivalled track record, coverage and scale. Fresh currently manage circa 22,030 apartments at 71 sites throughout the UK, with properties range from 61-1025 units and include both shared cluster flats and studio accommodation for students and apartments/ studios for build to rent.
- 3.25 The submitted Student Management Plan, produced by Fresh, confirms that reception in the building will be open Monday to Friday 9am until 5:30pm, with the onsite team consisting of a General Manager, Assistant General Manager, 2x Service Assistants and 1x Maintenance Operative. Fresh also use a Tenancy Management System, “Yardi”, which provides the interactive resident portal and back-office tenancy management operating system that will be used to manage Hotspur Press.
- 3.26 The Proposed Development will feature visible but unobtrusive security, through a combination of CCTV provision, access control and security personnel onsite when the reception team are off duty including overnight, weekends, and national holidays.
- 3.27 The communal areas will be managed extensively by Fresh to ensure health and safety, including controlling entry to individual block and communal areas. Cleaning will take

place on a daily basis, with annual deep cleaning of units to take place during Summer. Fresh also operate an established complaints procedure to deal with anti-social behaviour.

- 3.28 There will be no standard car parking for residents on site, there will be one disabled bay provided in line with the previous approval. Prior to arrival, all will receive correspondence which confirms there is no opportunity for on-site parking. During the move-in/out period, any requirement for temporary use of the proposed loading bay/disabled bay during this period will be agreed with MCC in advance. Residents will be asked to confirm their travel arrangements and move in procedure prior. Students will likely move out over a gradual period, as such reducing the demand for moving out at the same time.
- 3.29 The future operator will establish their own management operation for food and parcel deliveries. However, Curtins have prepared an initial strategy in collaboration with MCC. This includes delivery drivers using the available loading bays, implementing signage and regular reviews of the process.
- 3.30 Further information on student management is available in the aforementioned Student Management Plan.

Flexible Ground Floor Space

- 3.31 A flexible commercial/community unit is proposed on the ground floor of the Proposed Development, providing c. 279 sqm of flexible floorspace intended for use by members of the public, as well as students. The unit is located on the northern and west corner of the building, ensuring that an active frontage, which subsequently providing passive policing, looks onto the public realm and link to First Street. In addition, the commercial unit has been located here to realise the potential for an organic, spill out into the public realm.
- 3.32 The remainder of the ground floor comprises amenity space for students, as discussed above.

Public space for all

- 3.33 A new public square will be created, through removal of the existing shed structures. The palisade brick wall on the eastern site boundary will be retained in order to provide some natural enclosure. The wall will be clean and perforated to provide definition between the public realm and the highway.
- 3.34 The proposals look to extend the adjacent block paving surface finish through into the yard to form a consistent floor scape to the public realm and a visible link to the neighbouring First Street development. Within the hardscape design, the original shed's beam lines are expressed in the floor. In the architect's view, these beam line help to anchor the building into the site – with a nod to its past uses.
- 3.35 Timber benches will be installed to provide further definition to the proposal and allow for year-round dwelling. The proposed soft landscaping will introduce meaningful greening and tree planting, adding definition and height to the public realm.

- 3.36 The Proposed Development has been designed to enable a potential pedestrian connection between the proposed public square and the First Street development to the west to be created. Discussions are ongoing with the developer of First Street in relation to the creation of this connection. This will represent a significant local benefit in improving the connectivity between Oxford Road and First Street.
- 3.37 The new public square will have a direct interface with three existing railway arches, with these being revealed by the demolition of the single storey component of the development and the creation of the square. These arches have historically been used for commercial purposes with the front entrance facing onto Whitworth Street on the opposite side of the viaduct to the PDS.
- 3.38 Manner is in discussion with the owner of the arches with a view to opening these up to the site and providing a further active frontage to the proposed new square. This does not form part of the current proposal however and is still being explored as a further opportunity by Manner.

Figure 3.1: CGI of Proposed Development from Cambridge Street.



Figure 3.2: CGI of Proposed Development from Gloucester Street.



Construction Management

- 3.39 An Interim Construction Management Plan (CMP) has been prepared by Third London Wall which provides full detail of how the construction phase will be managed.
- 3.40 Primary access to the site will be via Cambridge Street off the Mancunian Way from the east. It is proposed to create a vehicle manoeuvring arrangement on site via a single access point.
- 3.41 Due to the confines of the site, no parking will be available on site. Visitors and site personnel will be encouraged to utilise public transport or where not possible public car parking facilities in the vicinity. No parking on either Gloucester Street of Cambridge Street will be permitted.
- 3.42 Strict material delivery scheduling and booking system will be imposed on the project to ensure congestion is avoided and ensure the availability of the tower cranes for timely material unloading. It is envisaged to locate a nearby off site wait area to call in vehicles as needed.
- 3.43 A suitably trained traffic marshal will be posted at the main access and direct and control traffic on a daily basis during normal working hours. They will be clearly identifiable to the public and drivers. The traffic marshals will ensure all deliveries are removed from the public highway and onto site upon their arrival.
- 3.44 All boundaries of the project will be closed off using timber hoarding. All hoarding will be maintained and always kept in good repair. The colour scheme/ advertisement is to be advised. Notice boards displaying contact details and considerate constructor posters will be fixed to the hoarding.

- 3.45 All works will be in line with the Council's requirements. Details of a main contractor and project manager will be provided.
- 3.46 Work will commence on the site Monday-Friday (07:30-18:00), Saturdays 07:30-13:00), with no Sunday or bank holiday working, without prior permission.
- 3.47 A detailed Construction Management Plan (CMP) will be submitted pursuant to a planning condition or obligation, should planning permission be granted. An interim CMP is submitted as part of the application to establish the key principles in relation to the demolition and construction process. The detailed CMP will be required to be in accordance with the interim CMP.

Access and Movement

- 3.48 The proposal will have no standard resident or standard visitor access requirements for vehicles. Disabled and service access will take place from Cambridge Street/Gloucester Street. Pedestrians and cyclists will access via the new public realm.
- 3.49 A new publicly accessible pedestrian link is provided to enhance connectivity in the area and provide a traffic-free route for east-west movement.
- 3.50 The quantum of parking spaces to be provided (incl. accessible spaces), and bicycle parking provision is detailed within **Table 4.2** below. The development is designed to maximise its highly accessible location and is inherently designed to promote the use of sustainable modes of transport.

Table 3.2: Quantum of Parking

Proposed Development		Total
Car	0	0
Disabled Car	1	1
Bicycle	124	124

- 3.51 A Framework Travel Plan, prepared by Curtins, is submitted as part of this application. The Plan 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 infrastructure.

Waste Management

- 3.52 Each student cluster will be provided with four waste bins, one for general waste, one for paper/card, one for food waste and one for plastics/metals/glass.
- 3.53 A 74.1sqm internal bin store is proposed at the basement level. Nine bins would be provided for general waste, four for both pulpable and mixed recycling, and one bin for food waste. There is one spare bin, which will be allocated in accordance with demand.

- 3.54 As the use of the commercial space is not fixed, the bin store has been designed to accommodate 4 x 1,100 litre euro bins as a worst-case scenario. This would accommodate enough waste storage space for a 50-person restaurant. Half the bins would be used for recycling. A 240 litre bin for food waste could also be accommodated in the stores if a restaurant or café is developed.
- 3.55 Residents will be responsible for taking waste to the bins in the refuse storage area. The waste bins will be transferred from the storage area to the collection point by the site's management company. A service lift will be used to manoeuvre the waste bins from the storage area in level -01 to a bin holding and collection area at the ground floor. Waste from residents will be collected from the designated collection point.
- 3.56 Commercial waste will be taken from the unit to the stores to be collected directly. The emptied bins will be returned by the collection crew. A private contractor will be appointed to manage the commercial waste.
- 3.57 The application is supported by a Waste Management Strategy, prepared by Tetrattech which confirms that the proposed refuse storage, waste management and collection is appropriate for the scale of development and that waste collection can be undertaken in an efficient manner.

4. Relevant Policy and Evidence Base

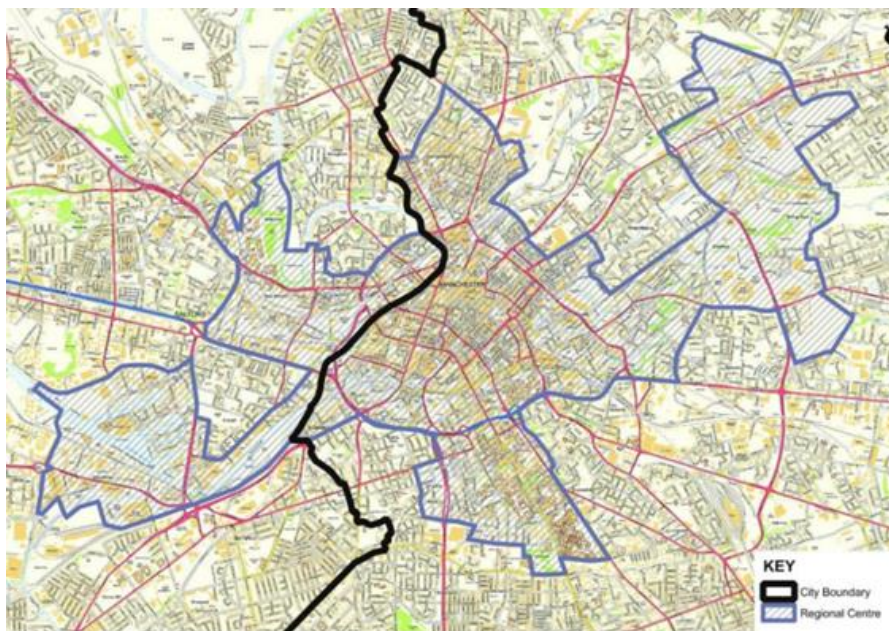
- 4.1 This section outlines the key planning policies and guidance applicable to the Proposed Development. It provides the relevant context for the following sections that appraise the acceptability of the Proposed Development. **Appendix 3** of the Planning Statement sets out the policies and guidance in further detail.

Development Plan policy context

Strategic policy

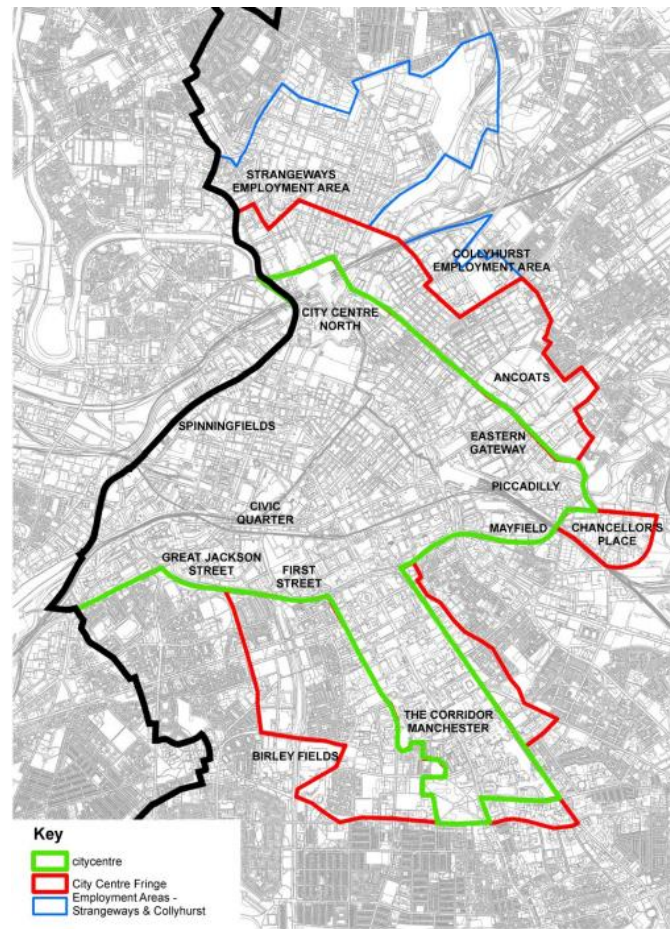
- 4.2 The principal Development Plan Document against which the application will be determined is the Manchester Core Strategy. The Core Strategy defines the Regional Centre of Manchester within which the site is located (see **Figure 4.1**).

Figure 4.1: Manchester Regional Centre



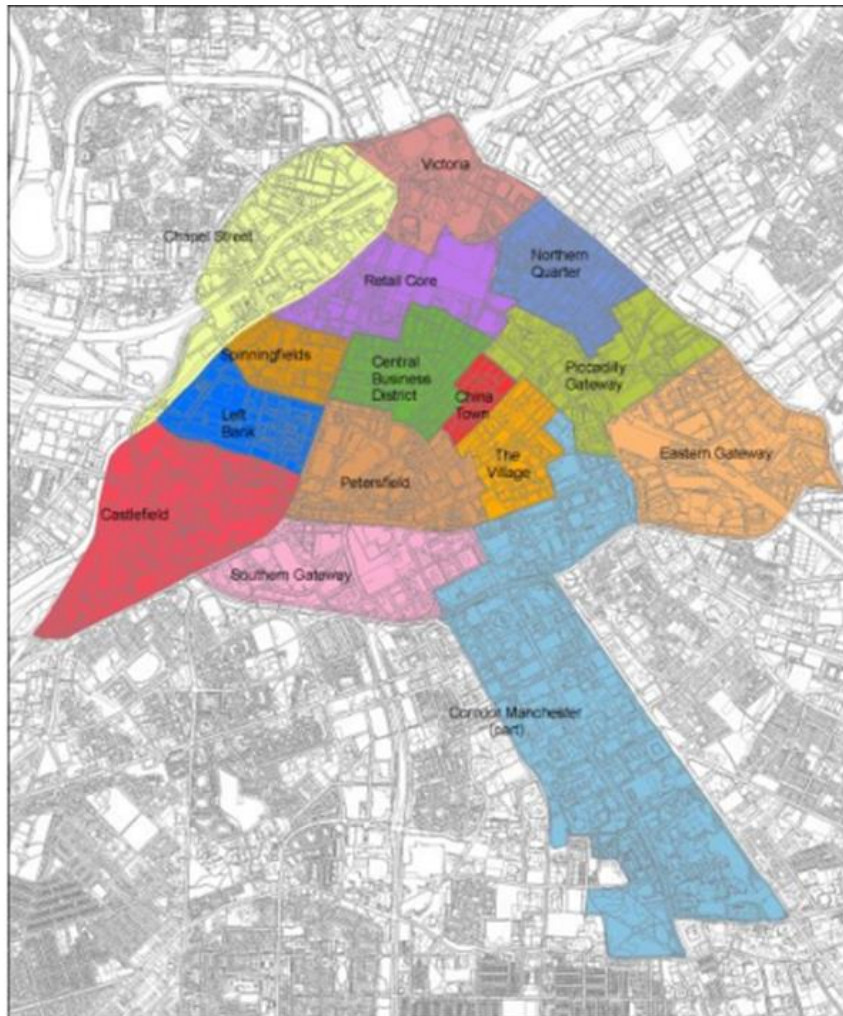
- 4.3 Spatial Principle 1 of the Core Strategy confirms that:
- “The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.”*
- 4.4 Policy EC3 (the Regional Centre) notes that Housing will be appropriate use within the Regional Centre, although this should complement the development of mixed-use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.
- 4.5 Within the Regional Centre, the Core Strategy also defines the City centre as shown at **Figure 4.2**.

Figure 4.2: City centre and City centre Fringe definition (Core Strategy Figure 8.2)



- 4.6 In the context of the Core Strategy, the site is in the 'First Street' and 'The Corridor Manchester' area (see **Figure 4.2**) and separately within the Southern Gateway area (see **Figure 4.3**).

Figure 4.3: City centre (Core Strategy Figure 2.1)



- 4.7 Policy CC 1 (Primary Economic Development Focus: City centre and Fringe) notes that the City centre and fringe will be considered a suitable location for high density buildings.
- 4.8 Policy CC3 (Housing) identifies the Southern Gateway as a key location for residential development in the context of the city centre. Outside of this, and other named locations (those being Castlefield, Piccadilly and the Northern Quarter).
- 4.9 Policy CC6 (City centre High Density Development) confirms that City centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City centre will significantly exceed what is appropriate elsewhere in the City.

Policy relating to PBSA

- 4.10 Planning policy on PBSA in Manchester is principally addressed by Policy H12 of the adopted CS. Policy H12 establishes criteria which the City Council use to assess all proposed PBSA. 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 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.

Environmental design and related policies

Design Policy

4.11 The Core Strategy⁵ 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.

4.12 All new development in Manchester is required to follow seven principles of urban design⁶, 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.

4.13 The Guide to Development in Manchester SPD (April 2017) recognises the importance of design in delivering sustainable development across the City. The SPD provides a set

⁵ Policy SP1, Manchester Core Strategy

⁶ Policy EN1, Manchester Core Strategy

of reasoned principles to guide developers and designers in terms of the development which Manchester desires.

Tall Buildings Policy

4.14 The Core Strategy defines ‘tall buildings’ as those which are substantially taller than their neighbourhoods and/or which significantly change the skyline⁷. Sites within and immediately adjacent to the City centre are considered to be suitable locations for tall buildings, particularly sites that are not located within a conservation area and which can easily be served by public transport⁸.

4.15 Proposals for tall buildings will be supported⁹ where it can be demonstrated that they:

- Are of excellent design quality
- Are appropriately located
- Contribute positively to sustainability
- Contribute positively to placemaking, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- Will bring regeneration benefits.

4.16 A fundamental design objective will be to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views.

Transport & Accessibility Policy

4.17 The Core Strategy seeks 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 emissions¹⁰. All new developments should be easily accessible to good public transport links to the City centre and Regional Centre¹¹.

Development Management Policy

4.18 The development plan contains a number of ‘development management’ policies which relate to technical and environmental considerations. Those of relevance to this application require new developments to:

- Give regard to specific issues including effects on amenity, including privacy, light, noise, vibration, air quality, odour, litter, vermin, birds, road safety and traffic generation¹².

⁷ Policy EN2, Manchester Core Strategy
⁸ Policy EN2, Manchester Core Strategy
⁹ Policy EN2, Manchester Core Strategy
¹⁰ Policy T1, Manchester Core Strategy
¹¹ Policy T2, Manchester Core Strategy
¹² Policy DM1, Manchester Core Strategy

- Consider the potential effects of new development proposals likely to be generators of noise and the implications of new developments being exposed to existing noise¹³.
- Support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance¹⁴.
- 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 space¹⁵.
- Directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding, and seek to minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure¹⁶.
- Maintain or enhance sites of biodiversity value, with particular consideration given to protected or priority species and MCC's aim for a net increase in trees across the City¹⁷.
- Seek to improve the air quality within Manchester by taking measures to minimise and mitigate the local impact of emissions from traffic generated by new development, as well as emissions created by the use of the development itself¹⁸.
- Give priority to the remediation of contaminated land in strategic locations and ensure that any Proposed Development on contaminated land is accompanied by a suitable risk assessment¹⁹.
- Demonstrate how construction and demolition waste will be minimised and recycled on-site wherever possible and how the sustainable waste management needs of the end-user will be met²⁰.

The National Planning Policy Framework

4.19 National planning policy sets out a presumption in favour of sustainable development. This means that planning applications that accord with an up-to-date development plan should be granted planning permission without delay unless material considerations indicate otherwise. Where there are no relevant development plan

¹³ Policy DM1, Manchester Core Strategy

¹⁴ Policy DC26.1, Manchester Unitary Development Plan, Policy EN3, CC9, Manchester Core Strategy and Paragraph 185(a), National Planning Policy Framework

¹⁵ Policies EN4, EN6, EN8 and EN9, Manchester Core Strategy and Paragraph 154, National Planning Policy Framework

¹⁶ Policy EN14, Manchester Core Strategy and Section 14, National Planning Policy Framework

¹⁷ Policy EN15, Manchester Core Strategy and Paragraph 180, National Planning Policy Framework

¹⁸ Policy EN16, Manchester Core Strategy

¹⁹ Policy EN18, Manchester Core Strategy

²⁰ Policy EN19, Manchester Core Strategy

policies or the policies which are most important for determining the application are out of date, planning permission should be granted unless:

- Policies within the Framework that protect areas or assets of particular importance (such as those relating to habitat sites, Green Belt, designated heritage assets and areas at risk of flooding) provide a clear reason for refusing the development; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework as a whole.

4.20 Key policies are considered below.

- Paragraph 8: the planning system has three linked objectives:
 - an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.21 These objectives should be pursued in mutually supportive ways with the aim of achieving net gains across all three.

- Paragraphs 9: Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- Paragraph 119 – 120: planning decisions should promote an effective use of land, including the re-development of previously-developed (brownfield) land where possible. 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 supported
- Paragraph 104-105: 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 modes. 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 mitigated.

- Paragraph 81: significant weight should be placed on the need to support economic growth and productivity.
- Paragraphs 159: proposals should be directed away from areas which are at the greatest risk of flooding; and where development is permitted, local planning authorities should ensure flood risk is not increased elsewhere
- Paragraph 183: planning decisions should ensure that sites are suitable for its new use taking account of ground conditions, land instability, and any proposals for remediation
- Paragraph 179: proposals must aim to conserve and enhance biodiversity, and encourage opportunities to incorporate biodiversity in and around developments and integrate proposals with local habitats
- Paragraph 200: The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- Paragraph 126: 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 development

Places for Everyone (October 2023)

- 4.22 The Places for Everyone ("PfE") plan has been drafted to set out an informed, integrated spatial vision for nine of the Greater Manchester authorities (Manchester, Trafford, Salford, Wigan, Bolton, Bury, Rochdale, Oldham and Tameside). The purpose of the Places for Everyone Framework is to enable Greater Manchester to manage land supply across the city region to establish economic development and housing requirements for each district and key locations for delivery, a town centre hierarchy, strategic transport schemes and other strategic infrastructure.
- 4.23 The plan will determine the kind of development that takes place across the city-region, maximising the use of brownfield land and urban spaces.
- 4.24 The plan is the result of a process that began with the publication of the first Draft Greater Manchester Spatial Framework (GMSF) in 2016 and has been informed by the feedback received from residents, businesses and the development industry.
- 4.25 The draft Places for Everyone Submission Plan was published August 2021 and submitted with associated documents to the Secretary of State for examination on 14th February 2022. The examination hearings took place between Autumn 2022 and

Spring 2023. On 11th October 2023, a 6-week period of public consultation began on the PfE Main Modifications.

Economic Growth

- 4.26 Policy JP-Strat 1: Areas located within Manchester City centre have been identified as Core Growth Areas whereby their economic role will be protected and enhanced, with sustainable development supporting major growth and job provisions.
- 4.27 The City centre is identified under Policy JP-Strat 2 as an area where priority for investment and infrastructure is focussed. Over the period 2020-2037, land to accommodate around 56,000 new dwellings has been identified within the City centre.
- 4.28 The large pool of graduates located within Manchester are set out to contribute to encourage long-term economic growth (Policy JP-J 1) within the city and are seen as an asset to the economy. As stated within the draft Plan, an aim for the City is to provide “high-quality, sustainable living environments that will help to attract and retain skilled workers”.

Sustainable Development

- 4.29 Policy JP-S 1 identifies that preference will be given to development using previously-developed land to meet development needs.
- 4.30 Policy JP-P1 outlines that to create a sustainable location, development must create socially inclusive spaces that responds to the needs of all parts of society and creates opportunities for communities to be formed. Sustainable places will be formed through the efficient use of land within functional and convenient locations.

Purpose Built Student Accommodation

- 4.31 Policy JP-P 5 indicates that significant educational enhancements will be created to benefit new residents through the delivery of growth within the university sector to enable the continuation of development of Greater Manchester as the UK’s best destination for students.
- 4.32 Other sections of the submission draft of the Places for Everyone framework that are relevant to the proposal include:
- Section 5: Sustainable and Resilient Places
 - Section 8: Greener Places
 - Section 10: Connected Places

Local Initiatives and Regeneration Plans

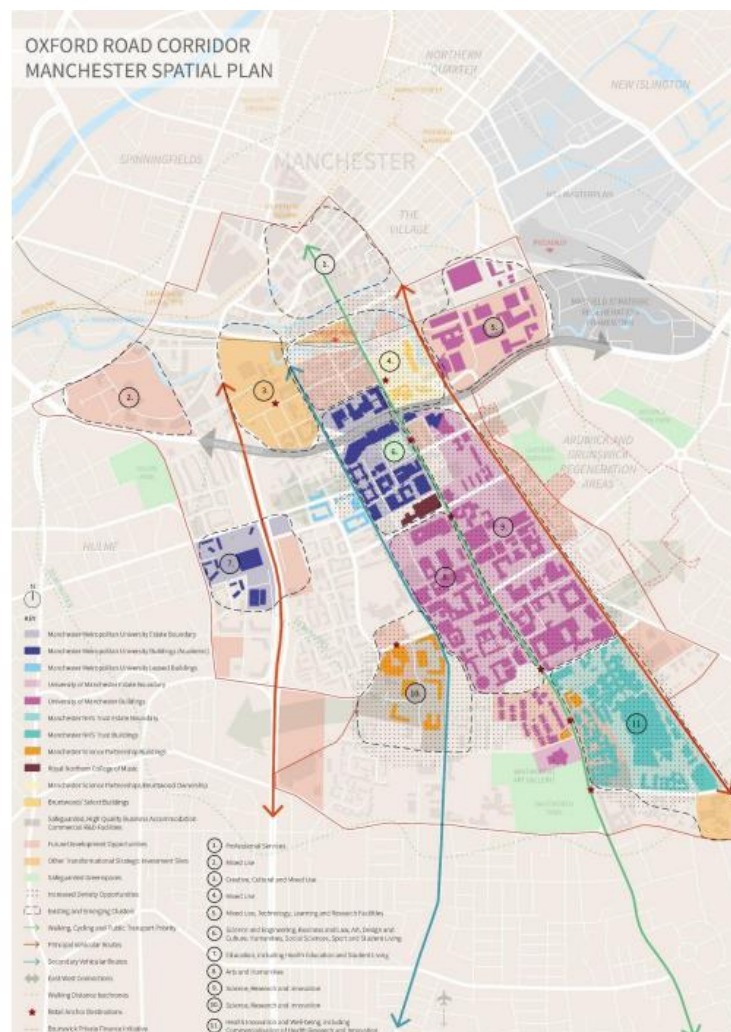
- 4.33 In order to provide a more detailed articulation of its development priorities for key locations in and around the City Centre, the City Council has developed and endorsed a series of ‘Strategic Regeneration Frameworks.’ Whilst not forming development plan policy for the purposes of Section 38(6) of the Planning and Compulsory Act 2004, they provide an indication of the Council’s preferences for particular locations.

- 4.34 Such plans do not alter the primacy of the development plan and it is this against which the application is, by law, required to be determined in accordance with, unless material considerations direct otherwise.

Corridor Manchester

- 4.35 The PDS, and the wider First Street area, form part of 'Corridor Manchester' as defined within the Corridor Manchester Strategic Spatial Framework (2018) (SSFW). The Corridor is a strategically important economic contributor and a key growth area within the city. The extent of the Corridor is shown at **Figure 4.4**.

Figure 4.4: Corridor Manchester²¹



- 4.36 The SSFW sets out a long-term spatial plan for the Corridor based on recognition that there is an inadequate pipeline of space for businesses and institutions within the Corridor to properly grow and realise their potential. This is evidently a constraint to the realisation of the Corridor Manchester vision. The SSFW sets out the vision for the Corridor to become:

²¹ Corridor Manchester Strategic Spatial Framework (2018) (Page 31).

“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”.

- 4.37 The SSFW notes that the Corridor has the essential ingredients to shape the economy of the future. Further, 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. The document notes there is scope for further student accommodation within the Corridor, as long as it is delivered in line with evidenced demand.
- 4.38 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.
- 4.39 Both the UoM and MMU have put in place aspirational growth plans. This includes the UoM’s proposed £1 billion capital investment programme which seeks to deliver the ‘world class estate’ needed to support its 2020 vision to be one of the leading universities in the world by.
- 4.40 MMU has published a ten-year Estates Strategy which outlines a series of strategic investment proposal to the value of c£300m to support its University Strategy. The Strategy notes that over the next five years, the number of students studying at MMU will grow by 10%.
- 4.41 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.
- 4.42 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 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.
- 4.43 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.
- 4.44 This is recognised by the SSFW. It states that:

*'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. New student accommodation must incorporate a range of price points and be of a quality in terms of product, management and pastoral care that will safeguard the student experience, particularly for first year and overseas students'*²²

- 4.45 The SSFW 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 Core Strategy 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

First Street Strategic Regeneration Framework (SRF) Area

- 4.46 The ambition and vision for First Street were originally endorsed by MCC in 2005 and transcends the financial crisis (2007-2008) and the subsequent recession (2007 – 2009). Whilst the aspirations for the regeneration of the area remains, the overarching vision and delivery objectives have evolved in light of an ever-changing context.
- 4.47 The original First Street SRF has since been superseded by subsequent SRFs. The endorsed First Street SRFs²³ represent the continued evolution of MCC's vision and aspiration for the First Street area. The SRFs collectively establish a regeneration framework for the area, building on its success and the unique development opportunity that exists. To achieve this, detailed site specific and more general guiding development principles are established within the endorsed SRFs which seek to influence the ongoing regeneration and development of the area.
- 4.48 As noted, the First Street regeneration area has now been substantially developed and is one of the City's successful regeneration stories. The site lies immediately adjacent to the First Street area and due to this proximity, is a natural extension of the scheme. It is evident that the PDS is increasingly at odds with the character and density of the wider First Street area, representing an inefficient use of an iconic site in a key city centre location.
- 4.49 To guide the final stages of the area's regeneration, the City Council produced and endorsed an Addendum to the SRF in 2020. This recognised the importance of the First Street regeneration area and established a series of key design principles, including:
- Open up the River Medlock

²² The Corridor Strategic Spatial Framework (2018) page 28

²³ 2015, 2018, 2020

- Deliver enhanced green infrastructure
 - Improve connections east-west and north-south
- 4.50 Previous versions of the SRF referenced a ‘Creative Ribbon’ – a unique opportunity identified to build on the existing cluster of cultural and creative businesses around Knott Mill and Whitworth Street West, and the new cultural hub to be delivered within First Street North to create a new distinctive cultural district of the City centre. The 2018 SRF noted “the Creative Ribbon has the potential to be a vibrant and diverse area, attracting people into the area with improved access, walkways, animation and open space as well as new cultural and entertainment facilities”.²⁴

Evidence of PBSA Need

Evolving picture of higher education students in Manchester

- 4.51 Manchester is home to world leading universities with the UoM achieving a ranking position of 50²⁵ in the world and 8²⁶ in the UK Times Higher Education rankings. The University is also one the world’s most international universities with its global reputation attracting students from 160 nationalities and a historic increase in number of international students in Manchester. Growth is being driven by the University’s international population, which has grown by 30 over the last five years and 15 in the last year alone²⁷.
- 4.52 Manchester’s most valuable and high skilled sectors include advanced manufacturing, health and life sciences, all of which require a highly skilled work force. The retention of highly skilled graduates, currently at a rate of approximately 53%, aligns with the strategic aims of the Greater Manchester Strategy (2017); recognising the full potential of Manchester’s younger population and matching this with the variety of world class employment opportunities and office space provision.
- 4.53 The Manchester PBSA market is currently characterised by a legacy of older bed spaces due to limited development over the last decade. Within the last 10 years, the City has seen the second fewest number of new deliveries of any major market, and the lowest net increase in beds of any major market²⁷.
- 4.54 The lack of availability of PBSA has manifested itself most recently through both the UoM and Manchester Metropolitan University seeking to accommodate students in accommodation in other cities located more than an hour away and offering financial incentives to students willing to do so.²⁸ This illustrates the extent of structural deficiencies in the city’s PBSA offer and its ability to support the universities and provide a home for those that choose Manchester as place to study.

²⁴ p30, First Street Strategic Development Framework Update 2018

²⁵ https://www.timeshighereducation.com/world-university-rankings/2022/world-ranking#!/page/1/length/25/sort_by/rank/sort_order/asc/cols/stats

²⁶ <https://www.timeshighereducation.com/student/best-universities/best-universities-uk>

²⁷ Student Need Assessment (Cushman & Wakefield) 2022

²⁸ [UoM offers students £2500 to NOT stay in University halls - The Mancunian](#) (accessed 2 September 2022)

²⁸ [Manchester Metropolitan University offers students accommodation in Liverpool | ITV News Granada](#) (accessed 2 September 2022)

City Council Produced Evidence

- 4.55 The City Council is progressing work on an emerging Local Plan ('ELP') which will identify several strategic objectives and key issues which will be given greater weight in planning decisions moving forward. Whilst the City Council progresses towards adoption of the ELP, an interim review of Policy H12 and matters influencing PBSA delivery has been undertaken by the City Council.
- 4.56 Manchester City Council's Executive Committee considered two reports on this matter in November 2019 and December 2020. The initial Report to the Executive committee summarises recent market changes and outlines an updated context in which proposals for PBSA could be considered on an interim basis. The report concludes by outlining possible policy ideas for a revised approach to the application of Core Strategy Policy H12 criteria which will be subject to a period of consultation.
- 4.57 After a period of consultation, the December 2020 Report to Executive provides a summary of the consultation responses and recommends 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 and cannot change development plan policy, which remains within Policy H12.
- 4.58 Key points from the report include:
- Manchester has the largest concentration of students outside London.
 - A growing proportion of students are now international. International students are growingly choosing to live in the city centre, driven by rising lifestyle expectations, property type and management.
 - MMU and UoM have indicated that stock located further from the city centre is becoming increasingly unpopular.
 - The Report also demonstrates Council revenue implications as a result of students residing in market housing; monies lost as a result of student Council Tax exemptions is estimated at £17 million a year based on 15,000 market dwellings being rented by students across the Local Authority area. This is inflating rents and squeezing out working households.
- 4.59 The Report concludes that new supply will need to be managed, linked to need and contribute to growth and regeneration objectives. Policy proposals outlined for consideration during the consultation included:
- Affordability
 - Supporting regeneration objectives
 - Quality
 - Wellbeing, safety and security
 - Density
 - Location
 - Sustainability

- 4.60 The December 2020 Executive Report summarises the consultation responses received and sought the Executive's approval to use the outcomes to inform a policy approach to PBSA.
- 4.61 In May 2023, another report on this topic was presented to the City Council's Executive Committee. The report, which acknowledged the significant shortage of PBSA within Manchester, noted the projected estimate in demand for new PBSA could be up to 11,320 beds by 2030. Officers consider that an additional 750 new bed spaces are required per annum over the next 7 years.

5. The Approach to Decision Making

- 5.1 This section describes the approach to decision making in respect of the planning application. It provides the relevant context for the following sections that appraise the acceptability of the Proposed Development.

The Approach to the Planning Application

- 5.2 Section 38A of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require applications for planning permission to be submitted to the Local Planning Authority and determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 **Appendix 3** provides a full summary of the documents that form the adopted Development Plan as well as other relevant material considerations. This encapsulates:
- The adopted Development Plan comprising:
 - Manchester Core Strategy, adopted July 2012
 - Manchester Proposals Map
 - Extant Unitary Development Plan policies adopted 1995 and alterations on various dates
 - Greater Manchester Joint Minerals Development Plan, adopted April 2013
 - Greater Manchester Joint Waste Development Plan, adopted April 2012
 - Other material considerations including:
 - The National Planning Policy Framework (September 2023)
 - The emerging Manchester Local Plan review
 - The emerging Places for Everyone Joint Development Plan
 - First Street Strategic Regeneration Frameworks (2015, 2018 and 2020)
 - Oxford Road Corridor Strategic Spatial Framework Area (March 2018)
 - Guide to development in Manchester SPD (April 2007)
 - Green and Blue Infrastructure Strategy 2015 – 2025
 - Our Manchester Strategy – Forward to 2025
 - Manchester Residential Quality Guidance (March 2017)
 - Manchester Climate Change Framework 2020 – 2025 (February 2020)
- 5.4 The remaining sections refer to this policy context and set out a clear and concise case that demonstrates the suitability of the location for the Proposed Development.

6. The Strategic Case for Development

- 6.1 This Section demonstrates that the principles of the Proposed Development aligns with the Development Plan, the Framework and other material considerations. Appendix 3 of this Statement sets out the policies applicable to the Proposed Development.

The Development Plan

Strategic Spatial Principles and Policies

- 6.2 The Proposed Development will contribute to the key strategic objectives of the Core Strategy including through:

- Delivering high quality student accommodation to support the operation and growth of the main universities as a critical part of the infrastructure needed to attract students to Manchester as a key contributor to its economic success and in supporting its knowledge business.
- Delivering a scheme of outstanding design quality which responds positively to its setting, effectively integrates with the existing built environment and which respects the setting of nearby listed buildings (Core Strategy vision).
- The provision of development at a high density, making efficient and effective use of an under-utilised sustainably located site (Core Strategy Policy CC1).
- Securing a mix of uses befitting of the site's accessible and prominent location, including ground floor uses which will present an animated frontage to New Wakefield Street (Core Strategy Policy CC7).
- Delivering a mix of high-quality city centre living, designed around its target market and securing an uplift in the quality of affordable student residential accommodation available in the city (Core Strategy Policy SP1).
- Retaining and improving historic buildings, whilst removing under-utilised buildings in a poor state of repair and which detract from the environmental quality of the location with a striking Proposed Development of high architectural quality and design which provide a vastly improved setting to Gloucester Street and improve the experience of using the surrounding public realm (Core Strategy Policy CC4).

The Scheme's Contribution to the City centre and Corridor Manchester

- 6.3 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 which will support the Universities ability to continue to attract high calibre students to the city in a globally competitive higher education market.

- Providing an environment in which 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'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 increased and address neighbourhood management issues which can arise through an overconcentration of student occupation of mainstream housing in a single area.

A Positive Contribution to the Oxford Road Corridor and the Mackintosh Village

- 6.4 The development will help to deliver the accommodation infrastructure needed to attract students and business to Manchester and which matches its reputation as a world class place to study and work.
- 6.5 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.
- 6.6 Beyond this the Proposed Development is aligned with a number of other objectives for Corridor Manchester **Error! Bookmark not defined.:**
1. The development will add to the vibrancy of the location by providing active high quality public realm and active ground floor uses, bringing this part of the Corridor to life. In this regard, the scheme can contribute to the place-making objectives of the SSFW
 2. The development will utilise a building which represents an inefficient use of a high profile and sustainably located site and which detracts from the environmental quality of this key part of the City centre and Corridor with an architecturally striking development which will make a clear statement about the area's importance and significance, leveraging in the 'wow factor'²⁹
 3. In redeveloping an underutilised site to provide 578 student bedrooms, 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 site falls within an area identified as providing an 'increased density opportunity'
- 6.7 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...*'

²⁹ Oxford Road Corridor Strategic Spatial Framework (2018) Page 3

- 6.8 The Proposed Development will achieve this in a way which is respectful of and gives back to the established and popular residential neighbourhood in which it is located through the provision of external space for use by the local community and ground floor commercial/community space which can be an asset for the area. Manner is committed to maintaining a dialogue with the local community throughout the determination of the application and beyond to explore how these beneficial aspects of the development can be optimised to support its aim of being a positive contributor to and part of the neighbourhood.

The proposed PBSA use

Viability

- 6.9 The PDS benefits from extant planning permission for a residential (non-PBSA) led development of a similar physical form to that now proposed.
- 6.10 The extant permission has not been capable of being delivered to date, despite efforts from the existing land-owner to secure a development partner for this purpose. This is in part due to the significant 'abnormal costs' associated with retaining and restoring the existing heritage asset and putting this front and centre of the redeveloped site, which is eminently desirable and advantageous to the scheme's positive contribution to the City Centre.
- 6.11 An independent assessment of the development against the relevant PBSA policy context is presented below. Notwithstanding this, at the request of the City Council, Manner have also commissioned development appraisals to test the viability of delivering a non-PBSA development.
- 6.12 Viability appraisals are provided as part of this planning application, completed by CBRE. These consider the viability of delivering the redevelopment of the site via a hotel, office and non-PBSA residential proposal.
- 6.13 They demonstrate that these forms of development would not be viable and therefore that a PBSA use is the only means by which the site can be viably developed.

Compliance with Policy H12 of the Manchester Core Strategy

- 6.14 Locally, planning policy for PBSA in Manchester is principally addressed by Policy H12 of the adopted Core Strategy. Policy H12 establishes criteria which the City Council uses to assess all proposed PBSA.
- 6.15 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 benefit from the support of Policy H12.
- 6.16 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 a high frequency public transport route which passes the area.

- 6.17 The development is located within easy walking distance off Oxford Road, approx. 215m east, which provides the main north-south arterial road linking the main university campuses with the core of the City Centre. The site is located adjacent a cluster of bus stops (bus services: 101, 102, and 103) from which all services head south toward the Universities.
- 6.18 These services all operate at regular intervals throughout the day. In addition, along Oxford Road, outside the Principal Hotel, lies a further cluster of bus stops which provide even more frequent services to the universities, the city centre and further south towards Fallowfield and beyond. This is a very high frequency bus route, with services operating at no more than 10 minute intervals.
- 6.19 The main Manchester Metropolitan University campus is located approx. 250m south of the site, with the closest building being the John Dalton Building. Whilst the main University of Manchester campus is located approx. 850m to south with the closest building being the Business School buildings along Booth Street.
- 6.20 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 previously confirmed³⁰ that supporting text is not policy. Resultantly 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 University.
- 6.21 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 infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.

- 6.22 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 Oxford Road Corridor.
- 6.23 The Proposed Development has ensured sustainability as integral to the design process, including elements of low and zero carbon technologies. The Proposed Development will achieve a BREEAM Excellent rating and includes an adopted energy hierarchy adopted to support sustainability ambitions. The Proposed Development includes passive design measures, such as improved building fabric performance,

³⁰ Appeal Decision: APP/B4215/W/21/3287525 - Paragraph 38

energy efficient building services and provision of low carbon and renewable energy
i.e. air source heat pumps

6.24 This second criterion of Policy H12 is therefore satisfied.

3) High density developments should be sited in locations where this is compatible with existing development 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.

6.25 The Proposed Development is located in a mixed-use area where exiting 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).

6.26 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.

6.27 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 Corridor and City centre lends itself to very high-density development in order to make the most efficient and effective use of the site.

6.28 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. One disabled space will be included, as per the previous approval.

6.29 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 achieving 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.

6.30 There are significance positive regeneration impacts arising from the proposal, which are considered in turn below:

Supporting Manchester's Higher Education Offer

6.31 The policy context presented in **Appendix 3** recognises the critical role that the Higher Education Institutions play within the city. 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.

- 6.32 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.
- 6.33 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

- 6.34 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.
- 6.35 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.
- 6.36 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.
- 6.37 The price point, together with 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.
- 6.38 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. This is a key regeneration benefit of the Proposed Development.

The physical regeneration of a prominent and historically important site

- 6.39 The Proposed Development will bring back to life a key heritage asset, prominently located in the City Centre, delivering a significant direct regenerative benefit in this regard. It will do so in a way that delivers wider benefits through the provision of public space to be enjoyed by all and the creation of a vibrant place through inclusion of a

significant area of active ground floor space. These benefits are achieved in the context of the PDS's current condition and status as a blight on the local area.

- 6.40 This site represents one of the last historic industrial complexes of its type in the City Centre. The opportunity to save the existing complex, restore it and open it up to public access represents a significant qualitative benefit.

Compatibility with and contribution to the neighbourhood

- 6.41 The Proposed Development has been designed in such a way to be respectful of its existing residential context. Whilst including a building of scale, this has been sited within the site in such a manner that it avoids local amenity impacts. Further, the proposal comprises external and internal space which can add value to the area. The public square is provided in the context of a limited provision of such space in this part of the City Centre. This will be a space for all which residents of the wider area will be encouraged to use.

- 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 Development 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 the Greater Manchester Police. The CIS confirms a number of positive aspects of the scheme including bringing vitality to the site which has remained disused for a number of years. Through redeveloping Hotspur Press, the development will provide natural surveillance in the locality and animate the street scene. The occupation of the ground floor (by the residential reception and flexible commercial unit) is essential to this, helping to discourage antisocial activity. Further, the footprint of the building is simple and free from deeply recessed concealed areas and does not provide opportunity for anti-social behaviour.

- 6.44 The Proposed Development includes a number of management and security measures typical of this type of development to ensure the safety of its residents and visitors. The main entrance will be accessed via an electronic access control fob system for residents and staff. The arrangement of the lobby space is greeted and potentially controlled by concierge. As noted within the CIS, security measures are carefully incorporated into the building design to ensure the building is secure, without visibly announcing that the design was concerned about crime.

- 6.45 The Student Management Plan confirms that security provisions have been tailored to the nature, size and location of the site, with an aim to provide visible but not obtrusive security through a combination of CCTV, access control and security personnel.

- 6.46 The Proposed Development therefore satisfies criterion 5 of Policy H12.

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.

- 6.47 The design and layout of the Proposed Development has been directly influenced by the surrounding built environment, pedestrian routes and physical features. As previously mentioned, the proposed use of the site for student accommodation is entirely in-keeping with the role and character of this part of the City centre and can contribute positively to that which makes the area unique and interesting. It is complementary to and sits well with other uses in the locality.
- 6.48 The accompanying Design and Access Statement details the justification for the height and massing of the Proposed Development and that it is in accordance with surrounding land uses and building heights. The design detailing and façade retention ensures that the built form compliments the streetscene. Indeed, the development will secure a substantial enhancement to the local street scene through retaining a historical building that is of local cultural significance, brining the building back into a vibrant use and activate the street at ground level through increased activity and a new public square.
- 6.49 The Environment Statement, and relevant technical reports, demonstrate that the Proposed Development will not be incompatible with nearby and surrounding developments. This has been considered in both isolation and cumulatively with recent developments:
- 6.50 Environmental Statement Chapter 11 considers reports the outcome of the assessment of likely significant environmental effects arising from the Proposed Development in relation to Noise and Vibration. The effect of construction of vibration is not considered to be significant. The effect noise is considered to be significant at two receptors (OnPoint Apartments, Cambridge Street and Vita Student Apartments, First Street). To mitigate the significant effects, secondary mitigation measures could be explored, including significant noise barriers or screening or significant noise enclosures for any stationary plant.
- 6.51 Environmental Statement Chapter 13 considers the impact the Proposed Development may have on the daylight and sunlight on nearby developments, such as Macintosh Mills and 21-35 Whitworth Street West, throughout all phases of the development. The chapter concludes that there will be no significant effects on any of the identified buildings as a result of the Proposed Development coming forward.
- 6.52 Criterion 6 of Policy H12 is therefore satisfied.

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

- 6.53 There are no listed buildings within the Proposed Development site.

6.54 However, the former mill building is included as a reference on the Greater Manchester Historic Environment Record and is therefore a non-designated heritage asset. The most significant part of the building to survive is the 1801 mill building, with the later additions and extensions being of lower heritage significance. Furthermore, given the modest status of the site, as a NDHA, and its deteriorating condition, re-use and/or redevelopment of the site is necessary to secure its future as a component of Manchester's historic environment.

6.55 The Proposed Development therefore satisfied criterion 7 of Policy H12.

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.

6.56 This application is supported by a Waste Management Strategy which confirms that the Proposed Development has been designed in accordance with the waste hierarchy: prevention, reduction, re-use, recycling/composting, energy recovery and final disposal.

6.57 The Waste Management Strategy outlines the capacity and location of the proposed waste facilities, whereby the likely waste generated by the development is estimated to be around 31,000 litres per week. Sufficient internal and external space is provided to enable the necessary segregation and management of the waste streams generated, with waste bins transferred from the storage area to the collection point by the management company.

6.58 The Proposed Development therefore satisfies criterion 8 of Policy H12.

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.

6.59 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, referred to in **Appendix 3**. It is acknowledged that 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.

6.60 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).

6.61 The City Council 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.

- 6.62 The scheme is to deliver 578 student beds within a single development, 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.
- 6.63 Through the submitted Knight Frank report, the application provides further evidence in relation to the above confirming that currently, only 22% of full-time higher education students at the University of Manchester and Manchester Metropolitan University, the universities within the one-mile catchment, have access to university or private sector purpose-built accommodation, while a further 17%% are living at home with parents or guardians.
- 6.64 The remaining 61% of full-time students in Manchester are required to find accommodation within the private rented sector and would otherwise be unable to access university or private sector purpose-built accommodation. The Knight Frank report demonstrates that there are more than 3 full-time students per PBSA room in the City. Further it outlines that since 2012, the number of full-time students in the City has increased by over 23,000 where as the number of PBSA beds has increased by only 7,282 during this period.
- 6.65 This points to clear evidence of a 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.
- 6.66 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.
- 6.67 This is current issue in this part of 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 follow:

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).³¹

- 6.68 The aforementioned schemes are located in the general vicinity of the application site at the northern end of Oxford Road.
- 6.69 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.
- 6.70 Having regard to the above considerations, there is clear evidence of a need for additional PBSA in this location. 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.

- 6.71 The Proposed Development will be delivered by Manner, a company with a proven track record of delivering high quality, popular and well-managed student accommodation across the UK. Notable among their track record is The Store House, a 369-bed student accommodation and mixed-use development that revitalised the former House of Fraser site in the heart of Leeds.
- 6.72 Criterion 10 of Policy H12 is therefore satisfied.

Summary of Policy H12 compliance

- 6.73 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.
- 6.74 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 Oxford Road Corridor, 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.

6.75 In light of the above, the Proposed Development is in accordance with strategic policies of the development plan.

Other material considerations

National Planning Policy Framework

- 6.76 The Framework advises³² that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths and to meet the twin challenges of global competition and of a low carbon future. The delivery of new, modern PBSA and office development will assist in building a strong economy on several levels.
- 6.77 Firstly, the construction of the development will create local employment, whereby the introduction of an increased student population to First Street will contribute to the economy through expenditure in their subsequent use of local facilities and services. Additionally, fit-for-purpose PBSA will attract students to Manchester who might not have otherwise chosen to locate here, increasing the likelihood of such students remaining in Manchester post-graduation and contributing to economic development.
- 6.78 The Framework also requires planning decisions to promote the effective use of land, including the re-development of previously developed (brownfield) land where possible³³. 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 supported³⁴. The Proposed Development is supported by these policies of the Framework.

Commitment to Climate Change

- 6.79 A commitment to responding to climate change is embedded throughout national and local planning policy and the site-specific guidance endorsed for the future developments within First Street SRFs.
- 6.80 The planning system, in delivering sustainable development, supports the transition to a low carbon future by shaping places in a way that contribute to radical reductions in greenhouse gas emissions³⁵.
- 6.81 The overarching vision for Manchester as set out within the adopted Core Strategy reflects the fundamentals of the Framework by seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural

³² HM Government (2023), Section 6, National Planning Policy Framework

³³ HM Government (2023), Paragraph 119, National Planning Policy Framework

³⁴ HM Government (2023), Paragraph 120, National Planning Policy Framework

³⁵ HM Government (2023) 'National Planning Policy Framework', paragraph 153

resources, to mitigate and adapt to climate change³⁶. In response to the vision a series of climate and zero carbon specific policies³⁷ are established which seek to mitigate the impacts of the changing climate.

- 6.82 In 2019 MCC declared a climate emergency and recognised the need to do more to reduce the City's carbon emissions and the negative impacts of climate change. A citywide target of making Manchester zero-carbon by 2038 was established. The Manchester Climate Change Framework 2020-25 is the city's high-level strategy for delivering the City's climate change commitments. For new developments, this means being built and operated to zero carbon standards as soon as possible.
- 6.83 This commitment to minimising and mitigating the impacts of climate change is reflected within the First Street SRF 2020. The general framework principles reflect the need for the design of future regeneration proposals to consider how they can best minimise their impact on climate change to positively contribute towards the City Council's target to achieve net-zero carbon by 2028.
- 6.84 As described in Section 4, a range of measures have been embedded within the Proposed Development which seeks to ensure the delivery of a sustainable development. In summary, these include:
- Development of a brownfield site through re-use of a local landmark building;
 - Commitment to building design in accordance with the principles of the energy hierarchy, using fabric efficiency measures and low carbon and renewable technologies;
 - Incorporation of water efficiency measures in design to reduce potable water consumption;
 - Incorporation of sustainable transport measures, such as EV chargers, cycle storage spaces and facilities to ensure building users can make use of the existing transport network;
 - Mechanical ventilation heat recovery (MVHR) will be used in buildings;
 - Incorporation of SuDS measures to reduce surface water run-off compared to the pre-development level;
 - Designing the shape and form of the two buildings to optimise solar gain, and adopting appropriate glass to wall ratios in the façade design;
 - Commitment to ensuring all forms of pollution are minimised in design and construction, with the aim of achieving a minimum of air quality neutrality;

³⁶ Manchester City Council 'Core Strategy' (2012) - Spatial Objective S05

³⁷ Manchester City Council 'Core Strategy' (2012) – Policy EN 4, EN 5, EN 6, EN 7 and EN 8

- Commitment to positively enhancing the site biodiversity through the incorporation of ecological enhancement measures to provide an overall biodiversity net gain; and
- Maximising the wellbeing for users of the Proposed Development including safety, access to open space, and amenity facilities.

6.85 Further information can be found within the supporting Environmental Standards Statement.

6.86 This Proposed Development is therefore in accordance with identified Core Strategy Policies and vision of the First Street SRF.

The Strategic Case for the Development – in summary

6.87 In light of the considerations above, the Proposed Development:

- Is acceptable in principle in accordance with relevant policies of the development plan. The development is aligned with strategic policies of the Core Strategy which provide clear direction regarding the uses and density appropriate in this part of the city centre.
- Satisfies all criteria of Policy H12 of the Core Strategy against which proposals for PBSA should be assessed. A clear need for PBSA has been proven whilst the locational attributes of the site mean that it is one of a finite number of sites able to accommodate PBSA in a sustainable manner.
- Will make a significant and positive contribution to the ongoing regeneration of the First Street regeneration area and is fully aligned with the Council's priorities for this location as set out in the SRF
- Will support the long-term vision and aspiration for the Oxford Road Corridor providing critical residential and business infrastructure which are needed to support the vibrant knowledge-led economy in this part of the City centre and do so in way which contributes positively to the surrounding residential neighbourhood.
- Delivers a high quality PBSA in a suitable location for convenient access to the universities, providing significant regeneration benefits and fulfilling an evidence shortfall in the supply-demand pipeline of student accommodation with Manchester.
- Will contribute towards and create an internationally recognisable skyline for the Manchester and one which reflects its status and confidence as a global city, through providing a striking development that retains key historical elements juxtaposed with modern architecture.
- Incorporates low carbon technologies as a direct response to national and local objectives, which will contribute to sustainable developments being delivered in Manchester.

7. Achieving Well Designed Places

- 7.1 This section addresses the acceptability and quality of the design of the Proposed Development in relation to the Development Plan, the Framework and other relevant material considerations.

Achieving High Quality Design

- 7.2 In accordance with policies of the Framework and Development Plan and the established context, the Proposed Development is of a very high architectural standard suitable to its surroundings and is of an appropriate mass and scale reflective of its location as a key gateway into the city centre.
- 7.3 The guiding development principles of the Oxford Road Corridor SRF have influenced the iterative design process which has been followed for the Proposed Development.
- 7.4 A comprehensive Design and Access Statement (DAS) accompanies the planning application describing in detail the process of design evolution and engagement, including a summary of the extensive pre-application discussions undertaken with the City Council, consultees and other interested parties.
- 7.5 The DAS also includes a number of plans and images to explain how the Proposed Development will be laid out and what it will look like, both in isolation and in the context of the wider regeneration of the surrounding area.
- 7.6 The DAS confirms that the residential element of the scheme accords fully with MCC's space and quality standards in relation to PBSA, in providing a well-designed and adaptable building that will reflect the changing needs of residents. This is a material consideration which weighs in favour of the Proposed Development.
- 7.7 The DAS discusses the evolution of the Proposed Development, notably how the design has progressed from that previously approved to the current proposals. Significant influence has been taken from how the site has developed over the last c.200 years – being driven by function and developed over number of years rather than in one phase. Taking inspiration from precedents abroad, the relationship between old and new is a key component of the Proposed Development.
- 7.8 The 36-storey height of the tower was decided following a strenuous design process, which specifically focused on the tower's relationship with the base plinth (the existing mill), the relationship with towers elsewhere in the city and the impact on key views from ground level within the city centre. For example, the view from the nearby Palace Theatre on Oxford Road.
- 7.9 The Development Plan³⁸ 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 skyline³⁹. Tall buildings will be

³⁸ Manchester City Council 'Core Strategy' (2012) –Policy EN2

³⁹ Manchester City Council 'Core Strategy' (2012), page 169

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.

- 7.10 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 centre⁴⁰.
- 7.11 The Tall Building Statement (TBS) (provided at **Appendix 1**) identifies how the Proposed Development accords with the relevant tall buildings guidance⁴¹. It is evident from the TBS and the DAS 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.
- 7.12 The Crime Impact Statement (CIS) confirms that the Proposed Development has been assessed against the principles 'Crime Prevention Through Environmental Design' (CPTED), in order to reduce the opportunities for crime and the fear of crime. The CIS highlights the notable positive aspects of the scheme including, the redevelopment of a disused site and the animation this will bring to the local area. The ground floor uses will provide natural surveillance and enliven the surrounding public realm as intended, in order to discourage antisocial activity and more serious disorder around the development. The Proposed Development provides natural surveillance at multiple areas, resulting from the ground floor and above ground uses.
- 7.13 Overall, the CIS considers that the Proposed Development provides the opportunity to include security features into the design and construction of the building and avoid the need for obtrusive retro-fitting security measures that can increase fear of crime. A range of points for further consideration are detailed within the CIS. Concluding that the layout of the Proposed Development is acceptable, as long as identified issues are addressed as described within the report and the other physical security measures are incorporated.
- 7.14 The Proposed Development facilitates the opening up of the First Street development to Gloucester Street/Cambridge Street. It is hoped a future development involving the opening up of the nearby railway arches may further link the public realm with Whitworth Street, further enhancing the status of a public realm as a local destination.
- 7.15 The overall design quality is very high and would significantly enhance a currently disused and unattractive site in an optimal location. The Proposed Development recognises the importance of the PDS and would fully utilise the site's potential in a key location – connecting First Street and Oxford Road.

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

⁴¹ Manchester City Council 'Core Strategy' (2012) –Policy EN2, CABE Guidance on Tall Buildings (2007) and Historic England Advice Note 4: Tall Buildings

High-Quality public realm

- 7.16 The Proposed Development includes the delivery of high-quality public realm, including a public square for users to sit and stroll. The Proposed Development will also connect the Proposed Development to First Street – one of the city’s most vibrant neighbourhoods.
- 7.17 The new public square will be created through removal of the existing shed structures, which were added to the site following construction of the original mill to aid the function of the property. The sheds add little in architectural value to the existing site. The palisade brick wall on the eastern site boundary will be retained in order to provide some natural enclosure to the public realm. The wall will be cleaned and perforated to provide definition between the public realm and the highway (Gloucester Street/ Cambridge Street).
- 7.18 The proposals look to extend the adjacent block paving surface finish through into the yard to form a consistent floor scape to the public realm and a visible link to the neighbouring First Street development. Within the hardscape design, the original shed’s beam lines are expressed in the floor, providing a visual link to the site’s history. Further, timber benches will be installed to provide further definition to the proposal and allow for year-round dwelling.
- 7.19 The proposed soft landscaping will introduce meaningful greening and tree planting. The landscaping will follow a geometric form following the footprint of the former workshops. Tree planting will be introduced to add height to the planting scheme and enhance the natural sense of enclosure.

Conclusion on Design Quality

- 7.20 In summary, the high-quality design of the Proposed Development creates a landmark development in a highly sustainable location which integrates into the surrounding development context.
- 7.21 It enhances the health and well-being of its occupants and the surrounding community through the creation of a high-quality public realm and integrated internal and external amenity spaces within the buildings.
- 7.22 The development represents the rejuvenation of a building with a significant history which has now fallen into disrepair. In restoring and enhancing this asset to a high standard, the proposals are in accordance with the identified Core Strategy Policies, the Framework, and other material considerations.

8. Amenity Considerations

- 8.1 This Section gives due consideration to the potential impacts of the Proposed Development on the amenities of the surrounding neighbourhoods.

Amenity impacts

Daylight/Sunlight and Glint and Glare

- 8.2 An assessment of the impact from the Proposed Development on daylight and sunlight, overshadowing, solar glare and light pollution on the surrounding residential developments has been completed and the results are presented in **Chapter 13, ES Volume 1**.
- 8.3 MCC makes clear in its Core Strategy⁴² that land within the City centre is a limited resource and developments should use land efficiently. The scale, massing and height of developments in the City centre will exceed what is appropriate elsewhere.
- 8.4 By their very size, tall buildings can have an impact on the local environment and its micro-climate, including on daylight and sunlight. It is generally accepted that city centre schemes will have some impact on daylight and sunlight, but that this impact should be limited as far as possible such that the relationship between new and existing buildings and land achieve a fair share of the daylight and sunlight available, given their relative siting, spacing, height and mass⁴³.
- 8.5 It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.
- 8.6 Neighbouring properties or 'receptors' considered for this assessment include:
- (i) 21-35 Whitworth Street West
 - (ii) 84-88 Great Bridgewater Street
 - (iii) The Assembly, 1 Cambridge Street
 - (iv) Macintosh Mills
 - (v) Vita House
- 8.7 The following effects are considered unlikely to be significant and therefore were not considered further within the EIA or reported in the ES:
- Effects upon the daylight and sunlight amenity within commercial properties

⁴² Policy CC6 City centre High Density Development

⁴³ BRE 209:2011 Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice

- Reduced daylight and sunlight amenity within surrounding residential receptors during demolition and construction
 - Increased overshadowing to surrounding areas of outdoor amenity space
 - Solar Glare from the facades of the Proposed Scheme
- 8.8 The effects considered in the EIA and reported in the ES as 'likely to be significant' relate to 'reduced daylight and sunlight amenity' on the identified receptors during the operational stage.
- 8.9 As there is no legislation that governs daylight and sunlight, the criteria for assessment relating to daylight and sunlight is covered by national and local policy in addition to BRE guidance.
- 8.10 A total of 877 windows facing the Site serving 698 rooms within 5 buildings / receptors have been assessed for VSC and NSL for daylight, whilst 236 rooms were assessed for APSH for sunlight within the 3 buildings which are material for consideration in sunlight terms i.e. their windows are orientated to within 90° of due south.
- 8.11 Following a full assessment, as documented within Chapter 13 of the ES, the effect in relation to reduced daylight and sunlight amenity was considered to be 'not significant' for the 5 named properties / receptors.
- 8.12 It is therefore considered that the scheme complies with Policy CC6, Policy EN2 AND Policy DM1 of the Core Strategy.

Noise

- 8.13 A noise assessment has been completed and the results are presented at **Chapter 11, ES Volume 1**. The noise assessment considered the impacts arising from noise and vibration generated by construction and demolition activities (including construction traffic), along with noise generated by the buildings plant/services once the construction phase is complete and the development is operational.
- 8.14 The following effects are considered unlikely to be significant and therefore were not considered further within the EIA or reported in the ES:
- Vibration from the Proposed Scheme during operation
 - Noise from mechanical plant during operation
 - Nuisance and disturbance as a result of increased noise from operational traffic
 - Nuisance and disturbance as a result of noise from the GF Community Use
 - Site Suitability – Noise Affecting the Proposed Scheme
- 8.15 The assessment considers the impacts from nuisance and disturbance as a result of noise from construction activities and nuisance and disturbance as a result of vibration from construction activities, in relation to the below properties:

Noise

- (i) Onpoint Apartments, Cambridge Street
- (ii) Bridgewater Bank South, Whitworth St West
- (iii) Vita Student First St Apartments

Vibration

- (i) Onpoint Apartments, Cambridge Street

- 8.16 In relation to noise, there is likely to be a direct, temporary, short to medium-term adverse effect which is considered to be moderate up to major depending on the exact construction activities occurring. The period relates to how long each of the activities occur and not the entire construction period.
- 8.17 The ES proposes secondary mitigation that could be considered to minimise construction noise impact. For construction noise, secondary mitigation is considered to be that which is above and beyond the normal standards that would be used as laid out above.
- 8.18 Some potential measures that could be explored (but may not be feasible) are:
- Significant noise barriers or screening (these would be much taller than normal, include overhangs or be located on tall framework);
 - Significant noise enclosures for any stationary plant (this would be specifically designed enclosures for individual works and could, for example, include a lid over the enclosure).
- 8.19 For EIA assessments whilst the outcome could move between bands of significance, in reality, the change in noise level is likely to be negligible i.e. up to 2dB typically.
- 8.20 In addition to the above, the construction noise assessment has been based on the typical worst-case operations. The actual noise levels can only be confirmed when full and clear details of operations and plant types and their location within the Site are known.
- 8.21 In relation to vibration, the ES confirms that the effect of construction vibration is considered to be not significant.
- 8.22 In summary, there will be significant noise effects during the construction of the Proposed Development, the effects have been based on a typical worst-case scenario. Secondary mitigation will be explored and implemented within the CMP to control and limit this as much as possible, thereby reducing the significance of the impact where possible. There will be no noise impacts as a result of the operation of the development.
- 8.23 As such, the Proposed Development complies with Policy DM1 of the Core Strategy.

Air Quality

- 8.24 An air quality assessment has been completed by Tetrattech. The air quality assessment considered the impacts arising from the construction process on the residents along Jackson Crescent, Rockdone Avenue, Chester Road, Conmere Square, Oxford Road, Bridgewater Street, Little Peter Street, River Street and Cambridge Street.
- 8.25 Following a search within a 2km radius of the site boundary, no ecological receptors were identified.
- 8.26 The site is located within an Air Quality Management Area (AQMA) due to exceedances of the annual mean NO₂ objective. The whole of the city of Manchester is within the AQMA.
- 8.27 Through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases from construction activities will be effectively mitigated. Such measures will include, but are not limited to, erecting screens around dusty activities, no idling vehicles, ensuring an adequate water supply on site for effective dust/particulate matter suppression/mitigation, and implementing a wheel washing system. A CMP will be implemented pursuant to planning conditions which will include such measures to reduce the impacts on surrounding residents from demolition and construction activities on air quality.
- 8.28 As such, the Proposed Development complies with Policy EN16 and Policy DM1 of the Core Strategy.

Wind and Microclimate

- 8.29 An assessment on the effects of the Proposed Development on the wind microclimate has been completed and the results are presented at **Chapter 13, ES Volume 1** and the **Wind Microclimate Report**.
- 8.30 The study has used wind tunnel testing to predict the strength and impact of winds as a result of the Proposed Development on the local area. The study takes into consideration the effects on the emerging consented schemes surrounding the site.
- 8.31 Based on the wind climate statistics, winds from the southerly quadrant are prevalent. Light to moderate winds from the south and south-south-east are most common, whilst stronger winds more frequently blow from the south-south-west. Winds from the west-south-west and west also occur frequently, and extreme wind speeds (relevant to pedestrian safety) are most likely to blow from this direction. Northerly winds are generally light and rare, though cold north-easterly winds are common during spring. Wind speeds are generally higher during winter and lower during summer.
- 8.32 No potential effects of the Proposed Development were found to be significant through the assessment.
- 8.33 Wind levels are considered acceptable for the intended uses and users of the site and surrounding area. As such, the Proposed Development complies with Policy EN2 of the Core Strategy.

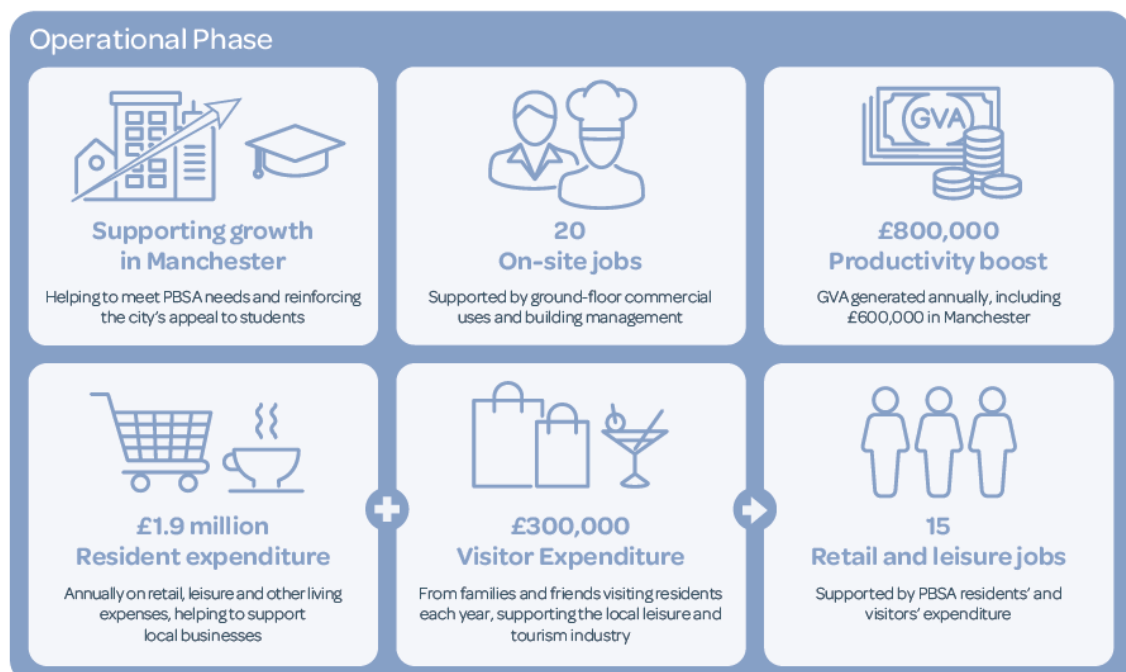
Socio-Economics and Human Health Socio-Economics

- 8.34 An assessment on the impacts of socio-economics and human health as a result of the Proposed Development has been completed and the results are presented at **Chapter 10, ES Volume 2**. A **Socio-Economic Regeneration Impact Statement** is also submitted as a stand-alone report to support the planning application.
- 8.35 Construction of the Proposed Development is likely to generate the following economic impacts:



Source: Socio-economic Regeneration Infographic, Turley Economics, November 2023

- 8.36 Upon completion, the Proposed Development will generate a range of economic impacts. These impacts will persist over the long-term, and are likely to include the following:



Source: Socio-economic Regeneration Infographic, Turley Economics, November 2023

- 8.37 The delivery of the necessary student accommodation to support investment, job opportunities and to grow the local population and economy is considered by published planning and economic policy and strategy to be key to the recovery in

Manchester and the wider city region in the wake of the Covid-19 pandemic and in order to respond to the growing cost-of-living crisis.

- 8.38 The First Street SRF area is one which presently accommodates notably high proportions of people who are of typical student age. The GMCA and MCC identify the student population as a key driver of the local economy.
- 8.39 The city's leisure, hospitality and tourism businesses – amongst the sectors most impacted by the pandemic and those usually supported by to a significant degree by students – will also benefit from increased activity; Manchester's students have considerable purchasing power in the local economy and increasing capacity to accommodate students will help support growing levels of student expenditure retained locally.
- 8.40 The alignment of the occupants of the PBSA with existing local demographics and the known contribution of students to economic development are both factors which strongly suggest that the delivery of new PBSA is likely to closely integrate with the existing neighbourhood and contribute in a positive way to local vibrancy without detriment to the existing residential community.
- 8.41 A PBSA Needs Assessment for Manchester⁴⁴ highlighted the current limited supply and uncertain pipeline for new delivery to support growth in the sector, and it is therefore concluded that the Proposed Development is well-suited locationally, quantitatively and qualitatively to making an effective contribution towards meeting local needs.
- 8.42 The Proposed Development will also help support the economic growth and recovery ambitions through providing new, high-quality accommodation for students in the city, whose expenditure will support retail and leisure businesses both in the immediate locality of the Site and wider city centre. This could also support ambitions to free up family housing currently used occupied by students in the private rented sector, further increasing local expenditure and Council Tax revenues for MCC.

Conclusion of Amenity Considerations

- 8.43 Based on the above, and with due consideration to the supporting Environmental Statement and other technical reports supporting this application, it is demonstrated that the Proposed Development will not result in any significant adverse impacts on the amenity of the surrounding residents. Impacts recorded include temporary effects from noise during construction and in relation to daylight and sunlight. This level of impact is deemed to be acceptable in the context of the site's city centre location, reflecting in the conclusions of the ES which reports 'no significant' effects across the majority of topic area. Accounting for secondary mitigation, the impacts are within acceptable tolerance levels.

⁴⁴ Knight Frank (2023) Hotspur Press, Manchester: PBSA Assessment of Need Report

9. Environmental Considerations

- 9.1 A number of environmental and technical assessments have been completed to support this planning application. Some assessments are presented within the EIA Environmental Statement, and others are presented as standalone reports.
- 9.2 This section provides an appraisal of the Proposed Development against relevant national and local planning policies in relation to environmental considerations beyond those covered in Chapter 8.

Built Heritage

- 9.3 A Built Heritage assessment (comprising **Chapter 8 of ES Volume 1**, and a separate Built Heritage Assessment Report) has been undertaken. The assessment identifies the heritage assets within the vicinity of the PDS and considers the impact the Proposed Development would have on the setting and context of the identified heritage assets.

History of the site and surrounds

- 9.4 The surviving mill complex dates from 1801, following the reconstruction of an earlier cotton mill which was destroyed by fire. The mill remained in a variety of textile-manufacturing related uses until the end of the 19th century when it was acquired and converted to become a printing press. The printing use required the removal of original features and machinery, as well as some extensive alterations to the building fabric, which included a central section of flooring.
- 9.5 Nevertheless, the surviving part of the Medlock Mill building broadly retains its original, plan-form, although this is obscured by later partitions, as well as some fittings such as heavy timber floors, cast iron columns and parts of the original roof structure. The extensive alterations to the mill, have not fundamentally impacted on the appreciation of the building's main fabric, which remains partially intact and easily appreciated as a former cotton mill.

Designated Heritage Assets

- 9.6 There are no designated heritage assets within the PDS. However, the former mill building is included as a reference on the Greater Manchester Historic Environment Record. The inclusion on the record database does not provide any statutory protection under the Planning Act but does reinforce MCCs view that the site is of some 'heritage merit', and this a material planning consideration.

Conservation Areas

- 9.7 The site is not located within a Conservation Area but is located close to the boundary of the Whitworth Street Conservation Area.

Listed Buildings

- 9.8 The building on site is not statutorily listed and was turned down for listing by Historic England in 2019; the Heritage Statement confirms that the building is deemed to yield **low heritage interest**. However, Hotspur House has been identified as a non-designated heritage asset (NDHA) by MCC.

Conclusion on Built Heritage

9.9 The Heritage Statement and associated **ES Chapter 12** concludes:

- The Proposed Development addresses the need to redevelop the currently dilapidated and unused site. In regenerating the immediate area and bringing the site into active use, the proposals introduce a sense of cohesion and connectivity east-west through the site into adjacent neighbourhoods and developments. The development would therefore demonstrably deliver extensive public benefits introducing and enhancing the public realm around the site and greatly increasing permeability through and around the Site and area as a whole.
- The proposals will result in the near total loss of the existing building will result in a major change to the non-designated heritage asset's setting.
- Due to the distance of the Proposed Development from the Whitworth Street Conservation Area, the new tall element of the development will be largely unseen or imperceptible from much of the area, with the development only being experienced along the full length of Whitworth Street itself.
- The Proposed Development is considered not to detract from the ability to appreciate the special interest and settings of any of the identified designated heritage assets despite the evident, minor changes to some of their settings.
- The cumulative impact of the Proposals would avoid any unmitigated conflict with the conservation of the identified designated heritage assets overall.
- The Visual Impact Assessment has demonstrated that the Proposed Development would enhance the currently dilapidated character of the streetscape and introduce a sense of cohesion into the area, which is currently defined by the site's historic lack of connectivity to Whitworth Street West, and westwards across the river.

9.10 The Heritage Statement concludes that the Proposed Development will ensure a long-term viable use for the redundant historic building and site, creating reactivated streetscapes, and improvements to localised setting through public and pedestrian realm areas which in turn will provide better opportunities for the appreciation of its remaining legible architectural/historical significance.

9.11 Conserving and repairing the principal elevations of the non-designated heritage asset through the insertion of new windows that reflect the historic fenestration, and the c.1902 Percy Brothers signage to the east elevation, are clear heritage benefits that will allow the architectural and historic interest of the building to be better understood.

9.12 Where the Proposals have been demonstrated to result in instances of adverse impact upon designated heritage assets (negligible-to-minor adverse), this is clearly at the lower end of "less than substantial" harm. This perceived level of harm is outweighed by the public benefits, as documented through all planning documents and summarised in Chapter 10 of this Planning Statement.

- 9.13 The proposals therefore accord with Policy EN2 of the CS and paragraph 190 and 202 of the NPPF.

Townscape and Visual Impact

- 9.14 The Development Plan⁴⁵ and Framework⁴⁶ identifies that the Proposed Development should have regard to the character of the surrounding area and should consider the impacts on landscape and townscape.
- 9.15 The Townscape and Visual Impact Assessment (**ES Chapter 7, Volume 1**) considers the impact of the Proposed Development from identified viewpoints across the City and demonstrates compliance with these policies.
- 9.16 The following effects were considered to be ‘not significant’ and therefore are not considered further within the EIA or reported in the ES:
- Visual effects to all receptors outside of Zone of Theoretical Visibility (ZTV).
 - Townscape effects on long distance footpaths.
 - Townscape effects on Scheduled Ancient Monuments.
 - Townscape effects on National Landscape Character.
- 9.17 The effects assessed as being considered as likely to be ‘significant’ comprise:
- The visual effects within the ZTV on residents, city centre visitors and members of travelling public and workers.
 - The townscape effects on users of National Cycle Route 6, Conservation Areas, Listed Buildings and Local Townscape Character within the ZTV.
- 9.18 These effects have been identified as being applicable during the construction and operational stage.
- 9.19 The assessment concludes there will be some temporary adverse effects during the construction of the Proposed Development on the surrounding townscape and at near views. However, once the Proposed Development is fully constructed it will positively enhance the townscape of the area and views.
- 9.20 In light of the above, the Proposed Development satisfies Core Strategy Policies CS6, EN1, EN2, DM1, and paragraph 130 of the Framework.

⁴⁵ Manchester City Council ‘Core Strategy’ (2012) – Policies CC6, EN1, EN2, DM1
⁴⁶ HM Government (2023) ‘National Planning Policy Framework’- para 130

Climate Change and Sustainability

- 9.21 The Development Plan⁴⁷ expects all new development to be adaptable to climate change in terms of the design, layout, siting and function. The Framework⁴⁸ echoes this policy objective and it explains that the planning system should support the transition to a low carbon future in a changing climate, by shaping places in ways that contribute to radical reductions in greenhouse gas emissions.
- 9.22 **Chapter 9 of ES Volume 1** (Climate Change) considers how the Proposed Development responds to local and national planning policy context and details how the Proposed Development promotes resilience and adaptability to future climate change effects such as building overheating.
- 9.23 The following effects were considered unlikely to be significant and therefore were not considered further within the EIA or reported in the ES:
- Increased summer temperatures as a result of climate change during construction [Construction Workers].
 - Increased summer temperatures as a result of climate change and risk of overheating during operation [Occupants].
 - Changes to seasonal temperatures and rainfall (as a result of climate change) [Ground Conditions].
 - Changes to seasonal temperatures and rainfall (as a result of climate change) [Existing Biodiversity].
 - Increased carbon emissions from traffic during construction and operation [Atmosphere].
 - Construction and operational waste [The Atmosphere].
- 9.24 Effects assessed as likely to be significant comprised:
- **Upfront carbon emissions of buildings on the Atmosphere during construction -** The assessment considers this effect as **not significant** due to the implementation of mitigation measures to reduce the significance of carbon emissions during construction. These measures include low-impact fit-out; specification of materials with Environmental Product Declarations; a pre-demolition audit to identify and maximise material recover; use of energy-efficient construction plant and machinery; and, the use of local suppliers, where possible.
 - **Regulated and unregulated carbon emissions generated by the Proposed Development on the Atmosphere during operation –** The assessment considers this effect as **not significant** due to the local scale adverse effect being minor

⁴⁷ Manchester City Council 'Core Strategy' (2012) – Manchester City Council 'Core Strategy' (2012) – Policy EN 6, EN 8, EN 9 and DM 1

⁴⁸ HM Government (2023) 'National Planning Policy Framework' – paras 152, 154 and 157

and the regional / national scale effect being negligible. Furthermore, secondary mitigation or enhancement can be included to reduce impact further, including installation of smart meters; use of energy efficient equipment; and use of 'smart' technology.

- **Embodied carbon emissions of the building on the Atmosphere during operation** – The assessment considers this effect as **not significant** due to the local scale adverse effect being minor and the regional / national scale effect being negligible.

- 9.25 Therefore, no significant effects in relation to Climate Change and Sustainability have been identified.
- 9.26 An Environmental Standards Statement, prepared by Hoare Lea, also accompanies this planning application. This concludes that the Proposed Development is anticipated to comply with relevant national and local planning policy to achieve the following:
- BREEAM rating of 'Excellent'.
 - A reduction in emissions of 6.7% over Part L baseline.
 - A 40% reduction in water consumption over national baseline.
- 9.27 A Circular Economy Statement prepared by Hoare Lea, also accompanies this planning application and concludes that the Proposed Development has adopted circular economy principles within its core design by prioritising a retain and refurbish strategy, where possible. The new build element of the scheme also incorporates circular design strategies such as designing the building structure and shell for adaptability, flexibility, replaceability, and disassembly for the building services, internal spaces and features. In addition, the Waste Management Plan ensure that measures are incorporated for the easy segregation of waste streams to allow a high rate of recycling to be achieved.
- 9.28 In light of the above, the Proposed Development satisfied Core Strategy Policies EN6, EN8, EN9 and DM1, and paragraphs 152, 154 and 157 of the Framework.

Other Environmental Assessments

- 9.29 Effects on the environment which were not likely to be 'significant' were 'scoped out' of the EIA process (as confirmed in the EIA Scoping Opinion received from MCC on 2nd February 2021) include Archaeology; Biodiversity; Ground Conditions and Contamination; Flood Risk, Drainage and Water Quality; Transport; Waste; and Major Accidents and/or Disasters. However, separate assessments have been undertaken for these disciplines, and the technical reports are submitted to support this application. A summary of the results of the assessments and an analysis against relevant national and local planning policies in relation to environmental considerations is provided below.

Archaeology

- 9.30 The Development Plan⁴⁹ and the Framework⁵⁰ make it clear that proposals which complement, preserve and enhance the historic environment should be supported.
- 9.31 The Archaeological Desk-based Assessment (prepared by Salford Archaeology) confirms that the potential for the site to contain buried archaeological remains is considered to be high. The most likely remains to be encountered within the site includes Roman remains associated with the Manchester to Buxton Roman road, a late 18th- or early 19th-century dwelling house, a mid-19th-century pump, and the Medlock Mills complex, including the spinning block and power systems. Any such remains that do exist within the Site are likely to be of medium (regional) and low (local) significance and, without a programme of mitigation, the scheme could damage or destroy these remains.
- 9.32 The Proposed Development site may contain a section of the projected route of the Manchester to Buxton Roman road, which is believed to run through the north-eastern corner of the site. During the late medieval and post-medieval periods, the site likely remained undeveloped and lay within Manchester's agricultural hinterland, beyond the settlement core. By the beginning of the 19th century, a grid of streets had been laid through fields within the west of the site, in anticipation of development. In addition, a small structure had been erected within the southeastern corner of the site, adjacent to the bridge along Kenyon Street. This may have represented a dwelling house or a precursor to Medlock Mills.
- 9.33 Following consultation with Greater Manchester Archaeological Advisory Service (GMAAS), it is anticipated that a historic building survey (Historic England level 2/3) will be required at the former mill building. Pending the results of the historic building survey, archaeological monitoring in the form of a watching brief will be required during the demolition phase of the building in order to establish whether the mill was originally water powered. Following demolition, a programme of intrusive archaeological investigation will be required to offset any harm or loss of the below-ground archaeological resource.
- 9.34 Should significant archaeological remains be encountered during the archaeological evaluation, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the National Planning Policy Framework. The scope and extent of any such further investigation will be determined by the Greater Manchester Archaeological Advisory Service (GMAAS), in their capacity as archaeological advisor to Manchester City Council.
- 9.35 Subject to the measured outlined within the assessment, the Proposed Development satisfies the Core Strategy Policies EN1, EN3, DM1 and Chapter 16 of the Framework.

⁴⁹ Manchester City Council 'Core Strategy' (2012) – Policies EN1, EN3 and DM1
⁵⁰ HM Government (2023) 'National Planning Policy Framework' - Chapter 16

Biodiversity

- 9.36 The Development Plan⁵¹ and the Framework⁵² make it clear that proposals must aim to conserve and enhance biodiversity by seeking to avoid significant harm (if possible), by providing adequate mitigation, and by encouraging opportunities to incorporate biodiversity in and around developments.
- 9.37 The Preliminary Ecological Appraisal (PEA), prepared by Estrada Ecology, establishes the ecological value of the site and the presence/likely absence of notable and/or legally protected species. The PEA concludes:

Designated Sites

- No designated sites were recorded within a 1km radius from the site.
 - Three non-statutory designated sites, all Regionally Important Geology sites were recorded within a 1Km radius from grid. The closest of which is located approximately 480 metres west.
 - No direct or indirect impacts are predicted via encroachment on either Statutory or non- Statutory designated sites.
- 9.38 Due to the size of the Proposed Development and the distance from designated sites, it is considered likely that any ecological impacts will be restricted to a site level, as works will be concentrated within the site itself. No impacts are predicted.

Habitats and Vegetation

- No priority habitat occurs within the application site or immediately adjacent. The river Medlock is located immediately outside the southern and western aspects of the site.
- No trees which feature on the Ancient Tree Inventory were recorded on site via consultation with woodlandtrust.org.uk.
- No protected or notable flora was recorded during the survey period. No species which feature on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) were recorded during the survey.

Birds

Black Redstart

- 9.39 The site lies within a priority area for black redstart. TEP have prepared a Black Redstart Mitigation Strategy to accompany the planning application. This confirms that there is currently no evidence to suggest that black redstart have nested within the site in more recent years, in particular, with no evidence found during the survey taken place in 2019 and bird records from local recorders and bird groups strongly suggesting that the closest recent nesting locations are approximately 500m from the site.
- 9.40 Nevertheless, as the site does provide suitable nesting and foraging habitats, mitigation is proposed for black redstart. This is in the form of a biodiversity roof on the fourth

⁵¹ Manchester City Council 'Core Strategy' (2012) – Policies EN 15

⁵² HM Government (2023) 'National Planning Policy Framework' - para 180

storey of the existing building. Similarly, other key elements include provision of 5 x nest boxes specific for black redstart, provision of log piles, and specifically designed planting to discourage species known to be detrimental to black redstart usage of a site.

- 9.41 A Management Plan will be produced prior to construction works commencing which will detail how the various mitigation habitat features will be maintained and managed to continue to provide favourable conditions for black redstart throughout the lifetime of the development.
- 9.42 Following the implementation of these mitigation measures the proposed development is likely to have a beneficial effect on the Manchester City Centre black redstart population.

Peregrine Falcon

- 9.43 The PEA suggests that the site exhibits suitability for use by Peregrine Falcon. However, no recent records have been found to suggest that Peregrine Falcon are currently or have recently nested within the site.

Bats

- 9.44 The PEA confirms that the existing building on site offers a high level of bat roost suitability. As such, bat activity surveys were carried out during August 2023 and are submitted with this planning application.
- 9.45 These surveys confirmed that the building is being used by common pipistrelle bats for roosting or as a place of shelter. A protected species mitigation licence (A13) will be required from Natural England, prior to the onset of works within site. No impacts on major foraging lines or commuting corridors are predicted via the proposals subject to a suitable lighting strategy being implemented within the scheme to ensure no splay onto the adjacent river Medlock corridor.
- 9.46 Mitigation measures are suggested which comprise of integrated bat boxes within the fabric of the building. The integration of the bat boxes and the implementation of a suitable lighting strategy comprises proportionate mitigation for the recorded low numbers of common pipistrelle using the existing building.

Biodiversity Net Gain

- 9.47 The submitted Biodiversity Net Gain (BNG) Report and accompanying BNG matrix confirms that the total baseline biodiversity units for the site were calculated at 0.00 habitat units, as no linear units or watercourse units, or irreplaceable habitats are present on the site.
- 9.48 The Proposed Development will incorporate tree planting, a biodiverse roof and other ground level planting such that a net gain of 0.16 habitat units will be achieved, representing a 100% net gain for habitat units.

Arboriculture

- 9.49 TEP have prepared a letter with regards to Arboriculture on the site. This confirms that there are no trees present immediately adjacent to The Hotspur Press building or

within the planning application boundary. An Arboricultural Impact Assessment to support the planning application is therefore not necessary.

Conclusion on Biodiversity and Arboriculture

- 9.50 As such, it is considered the Proposed Development will enhance the biodiversity and arboricultural value of the site and is fully compliant with Core Strategy Policy EN 15 and Paragraph 180 of the Framework.

Broadband Connectivity and TV & Radio Reception

- 9.51 The Development Plan makes it clear that proposals must have regard to specific issues including ensuring that proposals have an appropriate siting, layout and massing. The Framework⁵³ clearly identifies that planning decisions should full fibre broadband connections.

Broadband

- 9.52 The Broadband Connectivity Assessment (prepared by Pager Power) comprises a desk-based assessment and has been undertaken to determine the current availability of broadband services for the Proposed Development.
- 9.53 The assessment confirms that existing infrastructure and good broadband connectivity is already available. Specifically, the report confirms it is likely that superfast services will currently be available to the Proposed Development under baseline conditions.

TV Reception

- 9.54 The Television Baseline Survey Report (prepared by Pager Power) has assessed the impact of the Proposed Development on the TV reception in the surrounding area as a result of the Proposed Development.
- 9.55 The development will introduce a new tall structure into the area, which could interact with wireless terrestrial television signals and cause interference in the surrounding area. Any interference would be due to shadowing effects i.e. the weakening of the transmitted signal due to the physical presence of the buildings.
- 9.56 The average terrestrial signal strength is good in the development shadow zone for the main multiplexes and moderate on average for the local (lower power) multiplexes. A reduction in signal strength is possible based on the proximity to the development and the height of receiving aerials; however, effects may not be noticeable considering the attenuation from existing buildings and the baseline signal strength. Interference is possible for local multiplexes, considering the baseline signal strength.
- 9.57 In the event that effects are reported, it is recommended that a reception measurement is undertaken (post-construction) to investigate the likely cause of the interference. Mitigation measures should be installed if reported effects are found to be attributable to the development, this includes:
- Replacement of receiving aerial with a more directional or higher gain aerial.
 - Repositioning the receiving aerial so that the received signal is stronger.

⁵³ HM Government (2023) 'National Planning Policy Framework' - Chapter 10

- Directing the receiving aerial to an alternative transmitter that covers the area and retuning the television accordingly.
- Upgrading antenna cabling and connections.
- Installation of signal amplifiers.
- Development of a bespoke local solution using a receiving aerial some distance from the dwelling.
- A combination of the above.
- Replacing terrestrial reception equipment with satellite reception equipment or cable

9.58 The Proposed Development is therefore compliant with Paragraph 114 of the Framework, Policy DM1 of the Core Strategy and MCC's Validation Requirements for Proposed Developments⁵⁴.

Flood Risk and Drainage

9.59 The Development Plan⁵⁵ and the Framework⁵⁶ include policies on flood risk and drainage. These policies assert that proposals should be directed away from areas, which are at the greatest risk of flooding; and where development is permitted local planning authorities should ensure flood risk is not increased elsewhere.

9.60 The combined Flood Risk & Drainage Strategy (prepared by Civic Engineers) submitted with the application, demonstrates that:

- A small portion of the site is shown to be within Flood Zone 3, however it is understood that the majority of the site lies within Flood Zone 2.
- The majority of the site is at low to very low risk of fluvial or surface water flooding, with annual probability of flooding around 1 in 1000 or 0.1%.
- At present, the risk of groundwater flooding can be deemed to be low, however, a Phase 2 intrusive site investigation will be required to measure groundwater levels and assess this risk based on empirical and site-specific data.
- A number of recommended mitigation measures are proposed to ensure the development can remain safe across its lifetime (as detailed in the report).
- Surface water will be managed by adequately designed drainage systems, so that the site will not flood due to surface water flow, nor result in an increased flood risk elsewhere.
- The Proposed Development drainage strategy will result in a reduction in run-off from the site in line with the recommendations as set out in the SFRA and will

⁵⁴ Full, Outline, Reserved Matters & Variation/Removal of Conditions Planning Applications - Is Your Application Valid?", September 2018, MCC

⁵⁵ Manchester City Council 'Core Strategy' (2012) – Policy EN18

⁵⁶ HM Government (2023) 'National Planning Policy Framework' - para 167

aim to utilise SuDS and include Green Infrastructure where feasible in line with Local Planning Policy requirements.

- 9.61 In light of the above, the Proposed Development satisfies Core Strategy Policy EN14 and paragraph 167 of the Framework and subject to inclusion of the mitigation measures identified, it is anticipated that flood risk and surface water from the development can be managed safely and sustainably.

Ground Conditions

- 9.62 The Development Plan⁵⁷ and the Framework⁵⁸ identifies that priority will be given for the remediation of contaminated land and ensuring the development is suitable and safe.
- 9.63 The Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy (prepared by LK Group) identifies that:
- There is a low risk of contamination at the site, following the contamination risk assessment.
 - In relation to organic contaminants, it is recommended that a UU risk assessment is completed. This is unlikely to require barrier piping.
 - Actions may be required, resulting from the geotechnical observations and conclusions taken. This includes further investigation of the site, following demolition, to assist in foundation design. As a minimum, this should include as a minimum, rotary cored boreholes to recover core samples for logging to obtain the RQD of the material along with subsequent laboratory testing to establish the UCS of the recovered rock core.
- 9.64 The Proposed Development satisfies Core Strategy Policies EN17, EN18 and DM1 and paragraphs 120, 183 and 184 of the Framework.

Highways and Transport

- 9.65 The Development Plan⁵⁹ indicates that new development should be located in accessible locations that are adequately served by existing highways and public transport and provide safe and secure access for pedestrians, cyclist and people with impaired mobility. The Framework⁶⁰ generally echoes this policy position while stating that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.
- 9.66 The Transport Statement and Framework Travel Plan (prepared by Curtins) demonstrates compliance with this policy position:
- The site benefits from a highly accessible location with close proximity to public transport options, including bus stops on Cambridge Street, Manchester Oxford Road Station and Deansgate (Metrolink).

⁵⁷ Manchester City Council 'Core Strategy' (2012) – Policies EN17, EN18 and DM1

⁵⁸ HM Government (2023) 'National Planning Policy Framework' - paras 120, 183 and 184

⁵⁹ Manchester City Council 'Core Strategy' (2012) – Policies T1, T2 and DM1

⁶⁰ HM Government (2023) 'National Planning Policy Framework' - paras 111

- Collision data for the highway network adjacent to the Site has been obtained from Collision Plot records for the most recent five years available. Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.
- The Proposed Development will provide secure, covered cycle parking for up to 124 bicycles (c.21.5% provision). In addition to the cycle parking provision, the Operator will also provide a number of 'Brompton' style bikes for students to hire for occasional use. This hire scheme will be managed by the Operator and supervised accordingly.
- In line with other recently consented PBSA developments in the City centre, no standard car parking will be provided as part of the Proposed Development. Due to the nature of the development, there is no day-to-day parking demand, hence no spaces are proposed. One disabled bay is proposed.
- An Interim Travel Plan has been prepared by Curtins, which seeks to build upon the sustainable travel credentials that the site has in order to further improve the management of travel to and from the site. The document also outlines a strategy for travel plan targets, including measures to include walking, cycling and public transport. The travel plan will then be subject to a monitoring and reviewing process maintained by an appointed Travel Plan Coordinator.
- The Interim Travel Plan also includes a Servicing and Delivery Strategy. This has been developed with MCC to provide an initial management strategy for food and parcel deliveries to the PDS.

9.67 In light of the above, the Proposed Development satisfies Core Strategy Policies T 1, T 2, DM 1 and paragraphs 110 to 113 of the Framework.

10. The Benefits of the Proposed Development

- 10.1 The preceding sections of this Planning and Tall Building Statement have considered the Proposed Development against the prevailing planning policy framework and other material considerations. This section brings together those findings and considers whether, on balance, planning permission should be approved for the Proposed Development.
- 10.2 Extensive assessment has shown that the proposed development would satisfy the requirements of policies relating to a wide range of technical and environmental considerations. Any harms will be minimised and mitigated. Substantial benefits will arise.

The Planning Appraisal

- 10.3 Having regard to the relevant statutory and policy framework for the determination of the application (see Section 4), it is concluded that:
- (a) The Proposed Development is in accordance with the Development Plan and its vision, objectives and policies.
 - (b) There are a series of material considerations which weigh strongly in favour of the Proposed Development.
- 10.4 The Proposed Development achieves a number of far-reaching benefits to both the immediate site and wider city centre context. However, the overarching benefits are attributed to the provision of 578 student beds in easy walking distance to a number of University campuses and able to release traditional housing stock back to the market. This supply-demand benefit also bring about significant benefit through employment growth and through considerable expenditure into the local markets. In addition, the proposal will see the retention of a non-designated heritage asset of local cultural significance whilst improving the public realm for all users to enjoy.
- 10.5 To summarise, the wider benefits of the Proposed Development are as follows:

Social Benefits

- **Regeneration**— the Proposed Development will contribute toward meeting the aspirations of a range of the Councils regeneration and growth strategies in supporting the development of the city's Universities, through enhanced student offering and encouraging graduates to remain in the city to live and work after graduating.
- **Restoration** – the scheme will restore and rejuvenate a property with a longstanding history in the City. Hotspur Press has fallen into disrepair in recent years and this development presents an opportunity to restore and enhance this asset.

- **Public Realm** – the Proposed Development will contribute a significant portion of the site to public realm. The creation of this area will not only provide public a high-quality public realm locally, it was also facilitate integration into the First Street SRF area. In turn, providing enhanced connection between two key developments.
- **Outward Facing Commercial/Community Unit** – the scheme will deliver an outward-facing development, specifically the flexible commercial/community unit which will maximise active frontages and create natural surveillance for the public realm. It is not yet determined whether this unit will be designated for commercial use or community use and dialogue is ongoing with local community in this regard.
- **Enhancing Housing Choice** – as outlined above, the scheme can help to ‘release’ non-PBSA residential accommodation (including rented stock in the city centre and family housing in suburbs close to the universities) to the general housing market by attracting students out of this stock. In addition, a range of unit sizes and types are proposed to create a diverse and mixed student resident population.

Economic Benefits

10.6 With reference to Socio-economic Regeneration Impact Assessment, the scheme will generate the following economic benefits:

- **Construction Phase**
 - Significant investment in the scheme’s construction.
 - The Proposed Development will generate 120 gross jobs (FTE) supported on average throughout construction (c. 3 years). The scheme will generate 75 net additional FTE jobs in Greater Manchester, including 60 for Manchester residents. A further 40 indirect FTE supply chain jobs will be generated in Greater Manchester, including 10 for Manchester residents.
 - £30.6m GVA will be generated during construction, £24.9m of which will be generated within Manchester.
- **Operational Phase**
 - Helping to meet PBSA needs and reinforcing the city’s appeal to students.
 - 20 on-site jobs, supported by ground-floor commercial uses and building management.
 - £800,000 GVA generated annually, including £600,000 in Manchester.
 - £1.9m resident expenditure annually on retail, leisure and other living expenses, helping to support local businesses.

- £300,000 visitor expenditure from families and friends visiting residents each year, supporting the local leisure and tourism industry.
- 15 retail and leisure jobs, supported by PBSA residents' and visitors' expenditure.

10.7 Through the expansion of PBSA, up to 165 homes will be made available to 405 residents by freeing up existing homes occupied by students. This will generate up to an additional £250,000 in Council Tax each year for the Council.

Environmental Benefits

- **Brownfield land** – the scheme will allow for the effective and efficient utilisation of a sustainably located brownfield site and provision of PBSA for which there is an acute need.
- **Car-free development** – the highly sustainable location of the PDS through various sustainable modes of transport (walking, cycling, public transport) allows for the Proposed Development to be almost car-free (notwithstanding, thereby contributing to minimising pollution and the impacts of climate change).
- **Enhance biodiversity** – overall, the PDS currently has poor levels of habitats and species. The landscaping proposals seek to include replacement and new tree planting and vegetation planting. The Proposed Development has the potential for nesting and roosting habitats for bats and birds – notably black redstarts.

Summary of Benefits

- 10.8 The Proposed Development represents a significant investment into Manchester city centre. It will deliver high quality office accommodation and PBSA that will meet identified needs, support growth objectives and deliver an integrated and cohesive community. It will make a substantial contribution to the ongoing regeneration and transformation of Corridor Manchester and the wider First Street SRF area.
- 10.9 The Proposed Development is accompanied by robust and compelling evidence to demonstrate the schemes compliance with local planning policy, with justification that sets out the significant need for a new high-quality purpose-built student accommodation in this highly sustainable location.
- 10.10 Any harms identified in the preceding sections are limited and are clearly outweighed by the substantial benefits that will arise as a result of the Proposed Development, as demonstrated above and throughout this Statement.

11. Planning Balance and Conclusions

- 11.1 This Planning and Tall Building Statement has been prepared by Turley on behalf of Manner ('the applicant'). It is submitted in support of an application for full planning permission for the redevelopment of the existing Hotspur Press site located on Cambridge Street in Manchester City Centre.
- 11.2 The Hotspur Press is an iconic former industrial complex prominently located in Manchester City Centre. It comprises a range of Victorian buildings which work together to present a coherent whole, set against the backdrop of Victorian railway arches.
- 11.3 Its location is no less significant, situated within the economically important Oxford Road Corridor and forming the bookend of a transition zone between the First Street regeneration area and the Mackintosh Village.
- 11.4 Hotspur Press is quintessentially Manchester. It is buildings of this type which give the City Centre its identity and character. The success story that is the regeneration of Manchester City Centre owes much to the repurposing of buildings of this type, which has spearheaded the reinvention of key quarters of the City Centre which went unloved for decades. This is a process that does not end. The City Centre continues to evolve its role, function and appeal as a place to live, work and visit.
- 11.5 Set against this backdrop, Hotspur Press is one of the last regeneration opportunities of its type in the City Centre. It provides the opportunity to showcase how far Manchester has come on its regeneration journey through bringing innovation and creativity to the design process and delivering a best-in-class form of development which responds to the marriage of opportunity and need.

Planning Balance

Identified Harm

- 11.6 It is accepted that the Proposed Development will result in instances of adverse impact upon designated heritage assets (negligible to minor adverse), as outlined in Section 9. However, this is identified in the Heritage Statement as at the lower end of "less than substantial" harm.
- 11.7 In addition to the substantial benefits resulting from the Proposed Development, as outlined in Section 10 and summarised below, in heritage terms, the Proposed Development will ensure a long-term viable use for the redundant historic building and site, creating reactivated streetscapes, and improvements to localised setting through public and pedestrian realm areas which in turn will provide better opportunities for the appreciation of its remaining legible architectural/historical significance.
- 11.8 Conserving and repairing the principal elevations of the non-designated heritage asset through the insertion of new windows that reflect the historic fenestration, and the c.1902 Percy Brothers signage to the east elevation, are clear heritage benefits that will allow the architectural and historic interest of the building to be better understood.

- 11.9 As such, this perceived level of harm is outweighed by the public benefits (Section 10 and summarised below).

Public Benefits

11.10 The Proposed Development has been designed to maximise its benefits and effectively manage its localised impacts. It goes above and beyond in order to add value to the community in which it is located. The Proposed Development's objectives and purpose have been carefully curated through a thorough consideration of its context and what is presented for planning permission is a development which does justice to these objectives. These can be summarised as:

- Securing the protection of the existing heritage asset in a viable manner and insofar as compatible with the relevant regulatory framework and revealing, celebrating and opening this up for wider community use.
- Providing space (internal and external) for all.
- Providing uses and facilities which the local area is lacking in, including community uses and public realm.
- Supporting improved connections between First Street and Oxford Road.
- 'Giving back' and achieving an effective and positive integration into its neighbourhood context.
- Taking advantage of the Site's accessible location.
- Providing a form of residential development for which there is a significant need.
- Delivering a statement design which reflects the Site's prominent location.

Planning Balance and Conclusion

11.11 The proposed redevelopment of the site will comprise the restoration of the existing and the construction of 578 Purpose Built Student Accommodation (PBSA) bedrooms and associated amenity space within a building of part 4 storeys, part 36 storeys, and the inclusion of community / retail / leisure space at ground floor level. The Proposed Development will also include considerable redevelopment to the front of Hotspur Press, forming a new area public realm with associated landscaping.

11.12 Section 6 demonstrated extensive policy support for the principle of the Proposed Development within the Development Plan. In summary, the scheme:

- (a) Aligns with the adopted Development Plan's vision for the city centre, by supporting its future growth and expansion, in particular, the regeneration of the First Street area.
- (b) Delivers much-needed student accommodation, to meet an ever-expanding student population in a high-demand location. Providing greater student choice through high-quality suitable alternatives to shared housing. Thereby, helping to draw students out of mainstream housing, releasing this housing stock for local

residents – this being a key policy objective and one which would convey social, economic and environmental benefit.

- (c) Complies with Core Strategy Policy H12, the Development Plan policy of the greatest relevance. Each criterion is satisfied.
- (d) Contributes towards the improvement of the surrounding public realm and the regeneration of the surrounding area.
- (e) Directly responds to and contributes to the sustainable development of the City.

- 11.13 It achieves the above in a way which gives back the neighbourhood in which it is situated, opening the site up to public access and achieving a positive integration with the community setting to the development.
- 11.14 Section 7 reiterates the emphasis placed on high-quality design within the Development Plan, particularly in the city centre. In this context, Section 7 demonstrates (with reference to the DAS) that the Proposed Development represents a high-quality and carefully considered proposal which is appropriate for the PDS, an important site and heritage asset within the city. It also demonstrated that the proposal will accord with more general design policies, which require the use of suitable materials that are sympathetic to their surroundings and buildings of an appropriate mass and scale.
- 11.15 Section 8 considers amenity issues pertinent to the Proposed Development. The Proposed Development will cause limited adverse impacts on the amenity of the surrounding residents, including temporary effects from noise during construction. The Proposed Development will deliver a scheme that brings a number of benefits to the local community, including a new high-quality piece of public realm, access to open space and a potential link to the First Street development, high-quality landscape design and planting, a well-designed development, and supporting economic growth. Therefore, no unacceptable impacts on amenity as measured against the requirements of relevant Development Plan policies will arise from the Proposed Development.
- 11.16 Section 9 considers the suitability of the Proposed Development and its accordance with other policies of the Development Plan. It satisfies the requirements of relevant economic, environmental and social policies of the Development Plan, including those relating to design, ecological impacts, traffic and transport, flood risk and drainage, noise and air pollution, wind conditions, and visual impact. No unacceptable impacts as measured against the requirements of relevant Development Plan policies will arise from the Proposed Development. In relation to built heritage, whilst less than substantial harm arises to the existing building, the public benefits, as conveyed clearly throughout this Statement in particular in Section 10, outweigh any perceived harm in accordance with the Framework.
- 11.17 It has also been demonstrated that the proposals are entirely consistent with the overarching goals of the Framework in securing sustainable development. This being a material consideration to be afforded weight.
- 11.18 The primacy of the development plan prevails in the context of this application, with which the scheme has been proven to comply in full. Assessment against the Council's

regeneration plans for this part of the city centre, as reflected in the First Street SRF and Corridor SSFW, only reinforce the wider positive regeneration case in favour of the scheme and help to reveal the added benefits it can deliver in the context of the Council's priorities for these locations.

- 11.19 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.
- 11.20 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 Framework.

Appendix 1: Tall Building Statement

Appendix 2: Planning Application Document Schedule

Architectural Drawings and Plans

Reference	Drawing/Plan Title	Author
(--)000 P3	Proposed LEVEL 00 Ground Floor	Hodder and Partners
(--)00M P3	Proposed LEVEL 0M	Hodder and Partners
(--)0LG P3	Proposed LEVEL 0LG	Hodder and Partners
(--)001 P3	Proposed LEVEL 01 & LEVEL 02	Hodder and Partners
(--)003 P3	Proposed LEVEL 03	Hodder and Partners
(--)004 P3	Proposed LEVEL 04	Hodder and Partners
(--)005 P3	Proposed LEVEL 05, 09, 13, 17	Hodder and Partners
(--)006 P2	Proposed LEVEL 06-08, 10-12, 14-1	Hodder and Partners
(--)018 P2	Proposed LEVEL 18	Hodder and Partners
(--)019 P2	Proposed LEVEL 19-25	Hodder and Partners
(--)026 P2	Proposed LEVEL 26, 30, 34	Hodder and Partners
(--)027 P2	Proposed LEVEL 27-29, 31-33, 35	Hodder and Partners
(--)036 P2	Proposed LEVEL 36	Hodder and Partners
(--)036R P2	Proposed Roof Level	Hodder and Partners
(--)201 P3	Proposed South Elevation	Hodder and Partners
(--)202 P3	Proposed North Elevation	Hodder and Partners
(--)203 P3	Proposed West Elevation	Hodder and Partners
(--)204 P3	Proposed East Elevation	Hodder and Partners
(--)301 P3	Proposed South-North Section	Hodder and Partners
(--)302 P3	Proposed North-South Section	Hodder and Partners
(--)303 P3	Proposed West-East Section	Hodder and Partners
(--)450 P2	Facade Fragment Typical Bays	Hodder and Partners
(--)451 P2	Facade Fragment Typical Inset Panel	Hodder and Partners
(--)452 P2	Facade Fragment Typical Corner	Hodder and Partners
(--)453 P1	Facade Fragment Ground Floor Balcony	Hodder and Partners

(--)	454 P1	Façade Fragment Typical Crown	Hodder and Partners
(--)	800 P1	Existing Ground Floor Plan	Hodder and Partners
(--)	800B P1	Existing Basement Floor Plan	Hodder and Partners
(--)	800U P1	Existing Upper Ground Floor Plan	Hodder and Partners
(--)	801 P1	Existing 1st Floor Plan	Hodder and Partners
(--)	802 P1	Existing 2nd Floor Plan	Hodder and Partners
(--)	803 P1	Existing 3rd Floor Plan	Hodder and Partners
(--)	821 P1	Existing Elevations	Hodder and Partners
(--)	825 P1	Existing North Elevation	Hodder and Partners
(--)	826 P1	Existing East Elevation	Hodder and Partners
(--)	827 P1	Existing South Elevation	Hodder and Partners
(--)	828 P1	Existing West Elevation	Hodder and Partners
(--)	831 P1	Existing Sections	Hodder and Partners
(--)	851 P1	Existing Site Location and Planning Boundary	Hodder and Partners
(--)	852 P1	Site Location Plan and Planning Boundary	Hodder and Partners
(--)	853 P1	1.1250 Site Plan	Hodder and Partners
(--)	854 P1	1.2500 Site Plan	Hodder and Partners
(--)	900 P1	Demolition Ground Floor Plan	Hodder and Partners
(--)	900B	Demolition Basement Floor Plan	Hodder and Partners
(--)	900U	Demolition Upper Ground Floor Plan	Hodder and Partners
(--)	901 P1	Demolition 1 st Floor Plan	Hodder and Partners
(--)	902 P1	Demolition 2 nd Floor Plan	Hodder and Partners
(--)	903 P1	Demolition 3 rd Floor Plan	Hodder and Partners
(--)	921 P1	Demolition Elevations	Hodder and Partners
(--)	925 P1	Demolition North Elevation	Hodder and Partners
(--)	926 P1	Demolition East Elevation	Hodder and Partners
(--)	927 P1	Demolition South Elevation	Hodder and Partners
(--)	928 P1	Demolition West Elevation	Hodder and Partners

Landscape Drawings and Plans

Reference	Drawing/Plan Title	Author
1391-001 P1	Existing Site Condition Plan	Macgregor Smith

1391-011	Landscape General Arrangement Plan - Level 00	Macgregor Smith
1391-012	Landscape General Arrangement Plan - Level 03	Macgregor Smith
1391-013	Landscape General Arrangement Plan - Level 04	Macgregor Smith
1391-211	Planting Plan – Level 00	Macgregor Smith
1391-212	Planting Plan – Level 03	Macgregor Smith
1391-213	Planting Plan – Level 04	Macgregor Smith
1391-401	Typical Detail – Tree Pit in Soft	Macgregor Smith
1391-402	Typical Detail – Tree Pit in Hard	Macgregor Smith
1391-500	Landscape Site Sections	Macgregor Smith
1391-G502	Landscape & Public Realm Design	Macgregor Smith

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: Consideration of Alternatives	Turley EIA
Volume 1	Chapter 6: Topics which are Not Significant	Turley EIA
Volume 1	Chapter 7: Townscape and Visual	Turley EIA
Volume 1	Chapter 8: Built Heritage	Turley EIA
Volume 1	Chapter 9: Climate Change	Turley EIA
Volume 1	Chapter 10: Socio-Economics and Human Health	Turley EIA
Volume 1	Chapter 11: Noise and Vibration	Turley EIA
Volume 1	Chapter 12: Wind Microclimate	Turley EIA
Volume 1	Chapter 13: Daylight, Sunlight and Overshadowing	Turley EIA
Volume 1	Chapter 14: Flood Risk and Drainage	Turley EIA
Volume 1	Chapter 15: Assessment of Cumulative Effects	Turley EIA
Volume 1	Chapter 16: Summary of ES	Turley EIA
Volume 2	Non-Technical Summary	Turley EIA
Volume 3	Environmental Management Plan	Turley EIA

Supporting Planning Documents and Technical Reports

Title	Reference	Author
Application Forms and Certificates		Turley
Planning & Tall Building Statement	DUKM3000	Turley
Design and Access Statement (including Accessibility Statement)	D2	Hodder and Partners
PBSA Assessment of Need		Knight Frank
Air Quality Assessment	784-B050197	Tetratech
Transport Assessment	084456-CUR-XX-XX-T-TP-00001	Curtins
Interim Travel Plan	084456-CUR-XX-XX-T-TP-00002	Curtins
Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy	LKC 23 1466	LK Group
Preliminary Ecological Appraisal	SQ-1289	Estrada Ecology
Bat Activity Survey Report	SQ-1288	Estrada Ecology
Black Redstart Report	10162.001	TEP
Blue Green Infrastructure Strategy	P1	Macgregor Smith
Waste Management Strategy	784-B050197	Tetratech
Broadband Connectivity Assessment		Pager Power
Terrestrial TV Baseline Survey		Pager Power
Crime Impact Statement	2018/0397/CIS/02	GMP
Environmental Standards Statement	04	Hoare Lea
Circular Economy Statement	03	Hoare Lea
Energy Strategy Report	C	Applied Energy
Student Management Strategy		Fresh
Statement of Community Engagement		Turley Strategic Communications
Fire Strategy Statement	S23050123 02	Bureau Veritas
Interim / Outline Construction Management Plan	3	Third London Wall
Archaeological Desk-Based Assessment and Written Scheme of Investigation	SA/2023/72 v1	Salford Archaeology

Structural Survey	1006-03	Civic Engineers
Flood Risk and Drainage Strategy	1006-01-CIV-XX-XX-R-C-1001	Civic Engineers
Viability Appraisal		CBRE
Heritage Assessment		Heritage Architecture

Appendix 3: Relevant Planning Policy Summary

Planning Policy Context

Introduction

This Appendix sets out the policies and planning guidance pertinent to the Proposed Development, including a detailed review of national and local planning policy and other material considerations indicate otherwise.

Section 38A of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require applications for planning permission to be submitted to the Local Planning Authority and determined in accordance with the Development Plan unless material considerations indicate otherwise. The principal documents which provide the relevant planning and economic policy context for the determination of this planning application are as follows:

- The adopted Development Plan comprises:
- Manchester Core Strategy, adopted July 2012;
- Manchester Proposals Map (2012);
- Extant Unitary Development Plan ("the UDP") policies, adopted 1995 and alterations on various dates;
- Greater Manchester Joint Minerals Development Plan, adopted April 2013, and;
- Greater Manchester Joint Waste Development Plan, adopted April 2012.

The Manchester Core Strategy was adopted in July 2012 and comprises the key document in the Manchester Local Plan in which planning applications are assessed against. The document has replaced many existing elements found within the Manchester UDP and sets out the long-term strategic policies and objectives for future development within Manchester. Despite being superseded by the Core Strategy, the UDP contains a number of "saved" policies that create part of the Development Plan.

- In determination of planning applications other material considerations can be utilised, including;
 - The National Planning Policy Framework, updated 2023
 - Resolution of Manchester City Council Executive on PBSA (December 2020)
 - The emerging Manchester Local Plan review, set to replace the Core Strategy and the UDP.⁶¹

⁶¹ The revised Local Plan will replace the Core Strategy and Unitary Development Plan policies and will be set in the context of the emerging Places for Everyone (PFE).

- The emerging Places for Everyone Plan (2023)
- First Street Strategic Regeneration Frameworks (2015, 2018 and 2020)
- Oxford Road Corridor Strategic Spatial Framework Area (March 2018) & Oxford Road Corridor Strategic Regeneration Framework (SRF) Guidance (2019)
- Guide to development in Manchester SPD (April 2007)
- Green and Blue Infrastructure Strategy 2015 – 2025
- Our Manchester Strategy – Forward to 2025
- Manchester Residential Quality Guidance (March 2017)
- Manchester Climate Change Framework 2020 – 2025 (February 2020)

The Development Plan

The Local Development Framework ('LDF') for Manchester encompasses the adopted Manchester Core Strategy ('CS') (2012), the 'saved' policies of the Manchester Unitary Development Plan (1995), Greater Manchester Joint Waste Plan and Greater Manchester Joint Minerals Plan.

A number of the policies of the Unitary Development Plan ('UDP') remain extant and are relevant to the determination of planning applications. However, given the age of the UDP, it is clear that the CS is the primary local planning policy consideration in the determination of this application.

Whilst forming part of the Development Plan, the Greater Manchester Joint Waste Plan and Greater Manchester Joint Minerals Plan are clearly of no relevance to the Proposed Development.

Manchester Core Strategy

The CS was adopted in 2012 and sets out the long-term spatial vision and policies for the City for duration of the plan period (2012 to 2027). In accordance with Paragraph 48 of the National Planning Policy Framework⁶² ('the Framework') due weight should be afforded to Policies within the CS according to the degree of consistency with the Framework.

The vision for the city outlines that, amongst other things, by 2027 Manchester will be:

- A successful and accessible City in the front rank of cities in Europe and the world.
- Meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure.

- A city with an increased and sustainable healthy population and a community which both benefits from and drives the City's productivity upwards.
- A city with neighbourhoods where people choose to live all their lives because they offer a wide range of quality housing and an attractive environment where locally distinctive character is conserved and enhanced. Neighbourhoods in the North and East of the City will have benefited from a significant increase in the quantity and quality of housing.
- A city with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities.
- A city defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised.
- A city where residents and visitors regularly enjoy a network of quality open spaces, parks and river valleys, enriched with biodiversity, which provide recreational routes and opportunities for sport across the City.

In order to achieve the Vision, the CS sets out six Spatial Objectives relating to areas including the economy, housing, transport, the environment and climate change. Those of relevance to the Proposed Development are as follows:

Spatial Objective 1 (Spatial Principles) is of consideration for the proposed. The objective seeks to provide a framework within which the sustainable development of the City can contribute to halting climate change. In particular, by seeking to guide the scale and distribution of economic, housing, transport, environmental, health, education and other service and infrastructure investment across the City.

Spatial Objective 2 (Economy) is of relevance to the proposals. The objective is intended to support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The Regional Centre will continue to act as the main focus for business, retail, higher education, leisure, cultural and tourism development, to further develop its role as the main employment location and primary economic driver of the City region.

Spatial Objective 3 (Housing) is of particular relevance to the Proposed Development. It sets out that Manchester should provide for a significant increase in high quality housing provision at sustainable locations to both address demographic needs and support economic growth. This objective emphasises the need to create sustainable lifetime neighbourhoods with high quality environments, good local facilities and easy access to employment opportunities.

Spatial Objective 6 (Environment) relates to the proposed. It sets out that Manchester should protect and enhance the natural and built environment of the city and ensure sustainable use of natural resources, in order to mitigate and adapt to climate change, improve air, water and land quality, recreational opportunities and ensure that the city is inclusive and attractive to residents, workers, investors and visitors.

Spatial Principles

Policy SP 1 (Spatial Principles) outlines a number of key spatial principles designed to guide the strategic development of Manchester to 2027. The principles identify that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living; that the City is covered by regeneration areas including the city centre and all development should have regard to the character, issues and strategy for each area as describe in the CS, Strategic Regeneration Frameworks and Manchester City Centre Strategic Plan; and that new development should maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

Furthermore Policy SP 1 requires all development in the City to make a positive contribution to neighbourhoods of choice including creating well designed places, that make a positive contribution to health, safety and wellbeing, whilst considering the needs of all members of the community.

Spatial Locations

The CS does not set out site specific proposals or allocations; it instead defines the broad development requirements and the spatial locations for delivering new development over the plan period.

The CS identifies that the application site is within the defined "City Centre" and also the "Regional Centre". The following development is anticipated in this area:

- The city centre is identified as a key location for major employment growth, particularly offices or other commercial development, with approximately 33ha to be developed for employment growth across the plan period (CS Policy EC 1 and CC 1).
- Commercial development within the Regional Centre is considered to be appropriate providing that it is well connected by sustainable transport to both the city centre and residential areas; The scale and type of office development does not undermine delivery of employment space within the city centre (Policy EC3)
- Suitable locations for Tall Buildings will include sites within and immediately adjacent to the City Centre where they complement key existing buildings and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including to its skyline and approach views (Policy EN 2)
- The approach to development, and re-development, in the city centre will be to welcome large scale schemes which improve the accessibility and legibility of the centre, subject to the impact on key aspects of the city's heritage and character (CS Policy CC 8)
- The design of new buildings in the city centre will be required to be of the highest standard (CS Policy CC 9)

Purpose Built Student Accommodation

Policy H 12 (Purpose Built Student Accommodation) states that the development of PBSA should be close to the University campuses or within areas with high frequency public transport routes. Policy H12 establishes criteria which the City Council use to assess all proposed PBSA. 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 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. 33 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”

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.

Following the Council’s consultation on the Policy H12 review ⁶³(as detailed in Section 4), the Executive committee endorsed the Officer’s recommendation to have regard to a number of policy ideas as material considerations when determining planning applications for PBSA; these do not supersede, replace or outweigh Policy H12. The 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 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;
- 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.

The December 2020 Executive Report summarises the consultation responses received and sought the Executive's approval to use the outcomes to inform a policy approach to PBSA.

In May 2023, another report on this topic went before Executive Board. The report, which acknowledged the significant shortage of PBSA within Manchester, noted the projected estimate in demand for new PBSA could be up to 11,320 beds by 2030. Officers consider that an additional 750 new bed spaces are required per annum over the next 7 years.

Furthermore, it was reported in the Executive Report on PBSA (May 2023) that in 2022/23 Manchester's income from Council Tax was reduced by over £18m due to exemptions for students. The Proposed Development has the potential to improve MCC Council Tax revenue through a reduction in student tax exemptions in the city centre and south Manchester, by directing student to PBSA.

On this basis, the report identified a pipeline of 20 sites could potentially support the estimated PBSA demand until 2030. Each site within the report was considered consistent with Policy H12. The report concludes that there are more than sufficient sites within the PBSA pipeline to cover identified levels of demand and there is significant appetite from PBSA operators, development and the Universities to bring forward PBSA.

Policy CC 6 (City Centre High Density Development) identifies that development within the City Centre will be generally high density, created in locations where land is used to maximum efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City. Development will need to have regard to the Council's approach to tall buildings (set out in Policy EN2).

Economy Policies

Policy EC1 (Employment and Economic Growth in Manchester) identifies the City Centre as a key location for employment growth. The Council will support significant contributors to economic growth and productivity including health, retailing, cultural and tourism facilities and other employment generating uses mainly in the City Centre. Policy EC1 identifies that design must make the best possible use of a site or building in terms of efficient use of space.

Policy EC3 (The Regional Centre) states that office development (and other commercial development) will be encouraged within the Regional Centre. The policy also notes that the Regional Centre is an appropriate location for housing, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

City Centre Policies

CC 1 (Primary Economic Development Focus: City Centre and Fringe) identifies the city centre as a strategic economic location and focus of employment growth in the City and City Region

whereby high-density, commercially-led mixed use schemes are appropriate. A variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The Council will offer particular support for high-density offices within “The Corridor”, which includes the First Street area (the location of the Proposed Development).

Policy CC 5 (Transport) states that the Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the city centre, improve pedestrian safety and increase the scope for accessible public realm improvements. Proposals will be supported that include adequate parking provision for bicycles based on the parking standards described in Appendix B of the Core Strategy and outlined at the end of this section.

Policy CC 7 (Mixed Use Development) identifies that the city centre presents the most viable opportunities for mixed-use developments. Mixed-use development, in general, will be promoted as a means of using land as efficiently as possible. The Policy also states that active ground floor uses will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.

Policy CC 8 (Change and Renewal) states that the approach to development, and redevelopment, in the City Centre will welcome large scale schemes which make positive contributions to the city’s role in terms of employment growth or which improve the accessibility and legibility of the centre. The Council will also support schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental wellbeing of Manchester. Within areas identified for large-scale redevelopment, proposals will be expected to be prepared within an approved development framework. It is recognised that new development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.

Policy CC 9 (Design and Heritage) relates to design and heritage and outlines that design of new buildings will need to be of the highest standard in terms of appearance and function. The Council will support high density mixed use development in the City Centre where developers have recognised and overcome specific design challenges to ensure complementarity of function and form. Development in Manchester city centre should preserve or enhance the heritage assets that have been identified, including listed buildings, conservation areas and scheduled ancient monuments.

Policy CC 10 (A Place for Everyone) highlights that the city centre will develop as a location which appeals to a wide range of residents and visitors. Uses which increase the diversity of activity in the city centre with an emphasis on family oriented activity and developments with high standards of accessibility to buildings and across spaces will particularly be supported.

Transport Policies

Policy T 1 (Sustainable Transport) relates to sustainable transport and outlines that the Council will support proposals that, improves choice by developing alternatives to the car; improve pedestrian routes and the pedestrian environment and facilitate modes of transport that reduce carbon emissions.

Policy T 2 (Accessible Areas of Opportunity and Need) seeks to ensure that developments are easily accessible to good public transport links to the city centre and Regional Centres, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Policy T2 also identifies that the car-parking standards are maximums and the cycle parking standards are minimums and requires Traffic Impact Assessment and Travel Plans for all major applications.

Place Making and Sustainable Design Policies

Policy EN 1 (Design Principles and Strategic Character Areas) sets out that city centre developments will be expected to consider the city's heritage and continue the rich pattern of activity in the core area, contribute positively to the experience of all at street level meanwhile grasping the opportunity to create landmark buildings, enhance and provide new areas of meaningful open space and maintain the city's permeability.

Policy EN 2 (Tall Buildings) confirms that proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality, are appropriately located, contribute positively to sustainability, contribute positively to place making (as a landmark or by terminating a view or signposting a facility of significance) and will bring significant regeneration benefits. Suitable locations will include sites within and immediately adjacent to the city centre, with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. The Policy identifies that by virtue of their size tall buildings can have a significant impact on the local environment and its microclimate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment. It is also necessary for the applicant/developer to demonstrate that proposals for tall buildings are viable and deliverable.

Policy EN 3 (Heritage) states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the city centre. New developments shall be designed to support the Council in preserving and enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

Policies EN 4, EN 6, EN 8 and EN 9 (Climate Change policies) relate to adaption to climate change, in which all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and external spaces. Regard is to be had to areas such as minimisation of flood risk, the use of Green Infrastructure and the opportunity to provide linked and diverse green space.

Policies EN 10, EN 11 and EN 12 (Open Space Policies) identify that the Council will prioritise the retention and improvement of existing open space and provision of new open space. Proposals will be supported that improve the quality and quantity of accessible open space, provide innovative solutions to improving the network of existing open spaces and improve access to open space for disabled people. The Council will seek the provision of new open space in particular where significant levels of development are proposed and where a quantitative shortage of a particular use per head of population, including any increase of population created by the new development, is identified in the local area. The city centre is identified as a priority area for open space, in particular to enhance the quality of existing areas and integrate new facilities within the character of the area.

Policy EN 14 (Flood Risk) states development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The policy also outlines that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (“SUDS”) and the appropriate use of Green Infrastructure.

Policy EN 15 (Biodiversity and Geological Conservation) sets out that the Council will seek to maintain or enhance sites of biodiversity value throughout the City. Particular consideration will be given to protected or priority species and the Council’s aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas.

Policy EN 16 (Air Quality) outlines that the Council will seek to improve the air quality within Manchester. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development, the Council will consider the impacts on air quality which includes cumulative impacts.

Policy EN 17 (Water Quality) sets out that development should avoid any adverse impact on water quality, including during the construction phase and should minimise surface water runoff from development and associated roads. Development should maximise the use of SUDS to minimise groundwater contamination.

Policy EN 18 (Contaminated Land and Ground Stability) relates to contaminated land and ground stability and states that the Council will give priority for the remediation of contaminated land to strategic locations. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN 19 (Waste) requires all developers to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. The Council will support developments that encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

Development Management and Planning Obligations

Policy PA 1 (Developer Contributions) suggests that, where needs arise as a result of development, the Council will seek to secure planning obligations, Community Infrastructure Levy regulations or successor regulations / guidance. The Council may seek contributions for affordable housing, education, health and wellbeing facilities, community facilities, provision of Green Infrastructure, public realm improvements, protection or enhancement of cultural heritage or environmental value, safety and security improvements, training and employment initiatives, highways improvements and / or climate change mitigation / adaptation. These issues are addressed in accordance with guidance in Strategic Regeneration Frameworks and local circumstances.

Policy DM 1 (Development Management) sets out that development should have regard to a number of aspects, for which more detailed guidance may be given within a supplementary planning document. Examples of aspects to consider include accessibility, open space provision, amenity and design (scale, appearance, local character) amongst others. For new

residential development, developers will be required to demonstrate that sustainable construction techniques are incorporated. For new commercial development developers must demonstrate best practice which will include the application of the Building Research Establishment Environmental Assessment Method (“BREEAM”) standards.

Saved Unitary Development Plan

The Original Unitary Development Plan (“UDP”) was adopted in 1995. Following this, the UDP has been reviewed and altered and many of the policies have since been superseded by the Core Strategy. However, there are a number of policies which remain ‘saved’ and have not yet been superseded and are pertinent to the Proposed Development. These are as follows:

Policy DC26 (Development and Noise) outlines that the Council will consider the effect of new development proposals likely to be generators of noise, and the implications of new development being exposed to existing noise sources.

Policy E3.3 outlines that the Council will upgrade the appearance of the City’s major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality and ensuring that landscape schemes are designed to minimise litter problems.

Saved UDP Policies Map

As shown in the City Centre Map of City Centre Small Area Policies, the site lies within the boundary of Area 20 (RC20 Area 20 Medlock Street/Railway/Oxford Street/Mancunian Way).

Figure 1.2: Map of City Centre Small Area Policies



RC20 Area 22 is identified as an area with considerable potential. The existing industry provides valuable jobs, and the plan seeks to promote improvements in operating conditions in terms of access and car parking where there is scope for such action. Medlock Street is the

main entry point into the City Centre from the Airport and Princess Parkway and is in close proximity to the GMex, the redevelopment of which is envisaged as a major contribution to the regeneration of the City Centre as a whole and not least, its immediate environs.

In environmental terms the objective will be the general enhancement of the area as befits its locational importance. Advantage will be taken of any opportunities to open up access to the River Medlock which arise in the event of redevelopment. In such circumstances housing would be considered a possible use. This could be related to the neighbouring Higher Education Precinct.

Other Material Considerations

National Planning Policy Framework 2023

The Revised Framework sets out the Government's planning policies for England. The presumption in favour of sustainable development is a key principle running through the Framework for both plan making and decision taking.

Paragraph 8 sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).

The three objectives include economic, social and environmental goals. These dimensions give rise to the need for the planning system to perform a number of roles all of which should be undertaken together.

In achieving sustainable development Paragraph 8 of the NPPF notes that development can create a 'responsive' and 'competitive' economy through ensuring that development is located within the right places. It should support strong, vibrant and healthy communities, and protect and enhance our natural, built and historic environment. The Proposed Development is in full accordance with the above requirements (where relevant).

The Framework requires Local Planning Authorities to approve development proposals that accord with the Development Plan without delay. Paragraph 11 is unequivocal and states:

"Plans and decisions should apply a presumption in favour of sustainable development..."

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

The sections of the Framework that are relevant to the proposals include:

- Section 2: Achieving sustainable development
- Section 4: Decision-making
- Section 5: Delivering a sufficient supply of homes
- Section 6: Building a strong, competitive economy
- Section 7: Ensuring the vitality of town centres
- Section 8: Promoting healthy and safe communities
- Section 9: Promoting sustainable transport
- Section 11: Making effective use of land
- Section 12: Achieving well-designed places
- Section 14: Meeting the challenge of climate change, flooding and coastal change
- Section 15: Conserving and enhancing the natural environment
- Section 16: Conserving and enhancing the historic environment

Achieving Sustainable Development

At the heart of the NPPF is the ‘presumption in favour of sustainable development’. Paragraph 11 of the NPPF outlines what this means for the decision making process:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The proposal represent sustainable development as they deliver a high quality office development and student accommodation in an appropriate location which makes efficient use of land which is currently underutilised. The benefits associated with the development

outweigh any adverse impacts and therefore, are in line with Paragraph 11, the proposal is in accordance with the development plan.

Decision Making

Paragraph 38 states that planning authorities should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers should seek to approve applications for sustainable development where possible.

Paragraph 47 sets out that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Paragraph 56 states that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Paragraph 57 outlines that planning obligations must only be sought where they: are necessary to make the development acceptable in planning terms; are directly related to the development; and are fairly and reasonably related in scale and kind to the development.

Paragraph 58 makes it clear that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case.

Building a strong, competitive economy

Paragraph 81 states that significant weight should be placed on the need to support economic growth and productivity and that decisions should help to create the conditions in which businesses can invest, expand and adapt. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

Paragraph 83 indicates that planning decisions should recognise and address the specific locational requirements of different sectors, including creating provision for clusters or networks of knowledge and data-driven, creative or high technology industries.

Ensuring the vitality of town centres

Paragraph 86 states that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should: create new markets where appropriate; and recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Promoting healthy and safe communities

Paragraph 92 states that planning decisions should aim to achieve healthy, inclusive and safe places which: promote social interaction, for example through mixed use developments, and allow for easy pedestrian and cycle connections and active street frontages; are safe and accessible; and enable and support healthy lifestyles, for example through the provision of safe and accessible green infrastructure and layouts that encourage walking and cycling.

Paragraph 93 outlines that planning decisions should allow for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments.

Paragraph 94 sets out that planning decisions should consider the social, economic and environmental benefits of estate regeneration.

Paragraph 97 suggests that planning decisions should promote public safety and take into account wider security and defence requirements.

Promoting sustainable transport

Paragraph 104 sets out that assessment of applications for development should ensure that: appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.

Paragraph 105 suggests that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

Paragraph 106 states that planning should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

Making effective use of land

Paragraph 119 states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs in a way that makes as much use as possible of previously developed land.

Paragraph 120 sets out that planning decisions should: encourage multiple benefits from urban land, including through mixed-use schemes and taking opportunities to achieve net environmental gain; give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities within under-utilised land and buildings where this would help meet identified needs.

Paragraph 123 suggests that planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites, or the vitality and viability of town centres.

Paragraph 122 states that planning decisions should support development that makes efficient use of land, taking into account: identified need for different types of housing and other forms of development; local market conditions and viability; availability and capacity of infrastructure and services; the desirability of maintaining an area's prevailing character and

setting, or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places.

Achieving well-designed places

Paragraph 126 makes clear that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and that good design is a key aspect of sustainable development.

Paragraph 130 states that planning policies and decisions should ensure that developments: will function well and add to the overall quality of the area for the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces); and create places that are safe, inclusive and accessible and which promote health and well-being.

Paragraph 134 highlights that, in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area.

Technical Considerations of the National Planning Policy Framework 2021

- **Air Quality-** The Framework requires that proposals must sustain compliance with and contribute towards relevant limit values or national objectives for pollutants⁶⁴.
- **Biodiversity and Arboriculture-** The Framework 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 habitats⁶⁵.
- **Flood Risk and Drainage-** The Framework requires that proposals should be directed away from areas which are at the greatest risk of flooding; and where development is permitted, local planning authorities should ensure flood risk is not increased elsewhere⁶⁶.
- **Ground Conditions-** The Framework 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 remediation⁶⁷.
- **Historic Environment-** The Framework outlines that where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal⁶⁸.

⁶⁴ HM Government (2023), National Planning Policy Framework, para. 186

⁶⁵ HM Government (2023), National Planning Policy Framework, para 174.

⁶⁶ HM Government (2023), National Planning Policy Framework, para 159.

⁶⁷ HM Government (2023), National Planning Policy Framework, para 183.

⁶⁸ HM Government (2023), National Planning Policy Framework, para 201

National Planning Policy Guidance

The Government published the National Planning Policy Guidance (“NPPG”) in 2014; however planning practice is subject to frequent revisions and updates.

Together with the NPPF, the NPPG sets out what the Government expects of local authorities. The purpose of NPPG is to add further context to the NPPF and it is intended that the two should be read together.

Key aspects covered by the NPPG include design, ensuring the viability of town centres and renewable and low carbon energy.

Emerging Manchester Local Plan

Consultation on the first stage of developing a new Local Plan, Issues and Options, (Regulation 18) for Manchester was approved by Manchester City Council’s Executive Committee on 15th January 2020.

The first stage of consultation on the ELP, ‘the Issues Consultation’ took place Monday 7th February 2020 – 1st May 2020. To ensure the ELP fits the needs and ambitions of the City over the next plan period (up to 2038), the purpose of this stage is to set out key issues to inform the scope and content of the new Local Plan. At this stage, the emerging Local Plan does not provide detail consideration of individual policies of the consultation and is intended to set out and define key issues to inform the scope and content of the ELP.

The Manchester Local Plan Issues Consultation 2020 (February 2020) paper identified that the ELP will be required to address a number of key strategic issues that of relevance to the City including achieving a zero-carbon Manchester by 2038; delivering a sustainable transport system; balancing competing demands for space; ensuring critical infrastructure requirements are addressed and creating neighbourhoods that promote and enable healthy lifestyles. In addition to these strategic issues, there are also a number other key issues that need to be considered, including the economy, Manchester City Centre, places to live and sustainability and resilience.

At this stage work is ongoing to prepare a draft Local Plan. No detail regarding individual policies have been published. Consultation on the Draft Local Plan (Regulation 18) is expected to be held within Summer 2023. As such, the ELP is not a material consideration for the determination of planning applications.

Places for Everyone (October 2023)

The Places for Everyone (“PfE”) plan has been drafted to set out an informed, integrated spatial vision for nine of the Greater Manchester authorities (Manchester, Trafford, Salford, Wigan, Bolton, Bury, Rochdale, Oldham and Tameside). The purpose of the Places for Everyone Framework is to enable Greater Manchester to manage land supply across the city region to establish economic development and housing requirements for each district and key locations for delivery, a town centre hierarchy, strategic transport schemes and other strategic infrastructure.

The plan will determine the kind of development that takes place across the city-region, maximising the use of brownfield land and urban spaces.

The plan is the result of a process that began with the publication of the first Draft Greater Manchester Spatial Framework (GMSF) in 2016 and has been informed by the feedback received from residents, businesses and the development industry.

The draft Places for Everyone Submission Plan was published August 2021 and submitted with associated documents to the Secretary of State for examination on 14th February 2022. The examination hearings took place between Autumn 2022 and Spring 2023. On 11th October 2023, a 6-week period of public consultation began on the PfE Main Modifications

Economic Growth

Policy JP-Strat 1: Areas located within Manchester City Centre have been identified as Core Growth Areas whereby their economic role will be protected and enhanced, with sustainable development supporting major growth and job provisions

The City Centre is identified under Policy JP-Strat 2 as an area where priority for investment and infrastructure is focussed. Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace, around 56,000 new dwellings and minimal industry and warehousing (just over 35,000 sqm) has been identified within the City Centre.

The large pool of graduates located within Manchester are set out to contribute to encourage long-term economic growth (Policy JP-J 1) within the city and are seen as an asset to the economy. As stated within the draft Plan, an aim for the City is to provide *“high-quality, sustainable living environments that will help to attract and retain skilled workers”*.

Economic diversity is aimed within the key sector of business, finance, and professional services.

Sustainable Development

Policy JP-S 1 identifies that preference will be given to development using previously-developed land to meet development needs.

Policy JP-P1 outlines that to create a sustainable location, development must create socially inclusive spaces that responds to the needs of all parts of society and creates opportunities for communities to be formed. Sustainable places will be formed through the efficient use of land within functional and convenient locations.

Purpose Built Student Accommodation

Policy JP-P 5 indicates that significant educational enhancements will be created to benefit new residents through the delivery of growth within the university sector to enable the continuation of development of Greater Manchester as the UK’s best destination for students.

Other sections of the submission draft of the Places for Everyone framework that are relevant to the proposal include:

- Section 5: Sustainable and Resilient Places
- Section 8: Greener Places
- Section 10: Connected Places

Development Frameworks

First Street Strategic Regeneration Framework (SRF) Area

The ambition and vision for First Street transcends the financial crisis (2007-2008) and the subsequent recession (2007 – 2009). Aspirations for the regeneration of the First Street area were originally endorsed by MCC in 2005. Whilst the aspirations for the regeneration of the area remains, the overarching vision and delivery objectives have evolved in light of an ever-changing context.

The original FS SRF has since been superseded by subsequent SRF's. The endorsed FS SRF's⁶⁹ represent the continued evolution of MCC's vision and aspiration for the First Street area. The SRF's collectively establish a regeneration framework for the area, building on its success and the unique development opportunity that exists to create a true neighbourhood of choice: where a new residential community can sit alongside further major-employment-generating uses and complement the high quality cultural and leisure offer. To achieve this, detailed site specific and more general guiding development principles are established within the endorsed SRF's which seek to influence the ongoing regeneration and development of the area.

The iterations of the SRF's, relevant updates and the successful delivery of developments within the area is described below.

2010 First Street Strategic Regeneration Framework

In light of the economic crisis of the later 2000's, the 2005 and 2007 frameworks were superseded by the endorsed of 2010 FS SRF. The refreshed approach for the redevelopment of the area focused on successful 'place-making' and the need to firmly embed the area within the context of its wider neighbourhood. In recognition of the regeneration opportunity, the 2010 SRF applied a zonal approach and established a number of core development principles, notwithstanding that the SRF was designed to be sufficiently flexible to respond to the changing market context and attract new investment.

2012 First Street Strategic Regeneration Framework

In 2012, a further iteration of the SRF was endorsed by MCC which sought to refine the regeneration opportunities available at First Street by creating a neighbourhood of choice in order to deliver maximum economic impact across both the core development area and its wider neighbourhood.

It was in the 2012 SRF that the three distinct development areas, First Street North, First Street Central and First Street South, and the East-West Creative Ribbon were established. The vision for each area was:

- First Street North - To be the new cultural hub for Manchester surrounded by complementary, leisure, amenity, hotel and commercial activities surrounding a new public square creating a genuinely unique, colourful and vibrant place.
- First Street Central - A new office destination that benefitted from a central and highly accessible city centre location.

⁶⁹ 2015, 2018, 2020

- First Street South - A distinctive gateway to the site from the south and also a destination in its own right.
- Creative Ribbon – A unique opportunity to build on the existing cluster of cultural and creative businesses around Kott Mill and Whitworth Street.

FS SRF Development Areas



Source: First Street, Manchester Development Framework 2015

In addition to the defined Framework areas, the 2012 SRF also encapsulated a series of key guiding principles which were designed to maximise the regeneration of the area. This included the requirement for public realm and linkages to be used as a mechanism for creating a sense of place across the First Street area; a focus on improving north-south connections through the site from Whitworth Street West to Hulme and east-west connections along Chester Street and River Street; and, the introduction of leisure, hotel, cultural, retail and residential uses to complement the commercial office development of First Street.

Significant progress was made in delivering the visions of the 2010 and 2012 Frameworks. This includes the delivery of First Street North and the first phase of First Street Central.

2015 First Street Strategic Regeneration Framework

Building on the area's successful regeneration, MCC endorsed a further SRF for First Street in 2015 to respond more appropriately to the changing economic climate.

The unique opportunity for regeneration offered by First Street fundamentally means the area is ideally located to assist the future growth and regeneration of surrounding areas by improving connections and meeting future development needs. The 2015 FS SRF recognised this and the First Street area widened to incorporate development opportunities with the capacity to enhance the overall contribution of the area.

The expansion of the defined area in 2015 incorporated sites to the west of Medlock Street. The expansion of the First Street Central area includes the PDS, the Little Peter Street car park, the City Road West office accommodation, and two sites to the north and south of Macintosh Mill to the east. The expanded FSC area is shown below.

Expanded First Street Central Area



Source: First Street, Manchester Development Framework 2015

The expansion of the Central area to incorporate the Little Peter Street car park, the Premier Inn Hotel (the PDS) and the City Road West office development was considered to represent an opportunity to extend the First Street commercial offer by providing capacity to increase the commercial floorspace of First Street by 112,380 ft² along with maximising the key street frontage and approach to the city centre along Medlock Street. The addition of the sites within the First Street SRF area was designed to secure the redevelopment of these long-standing opportunity sites as part of an integrated city centre district.

The principles for the FSC area, as established in the 2012 SRF, were carried forward to ensure the distinct character of the area is retained. However, due to the areas success, the 2015 SRF identified that a far greater quantum of floorspace can be accommodated than first envisaged. The 2015 FS SRF established that the FSC could become a strategic employment zone with capacity for 2.24 million ft² of commercial floorspace.

The comprehensive and integrated SRF area sought to build on its success and delivery a truly outstanding flagship urban neighbourhood for Manchester City Centre.

Update 2018 First Street Strategic Regeneration Framework

To further enhance and reflect the aspirations for the FSC area, a supplementary SRF updating the guiding development principles for the area was endorsed by MCC in 2018. This established the principle of a higher scale and density of Grade A accommodation in the FSC area in light of finite resource of land within the city centre.

The 2018 FS SRF acknowledges that an increase in scale and density in the FSC area will respond to its surrounding context and create a powerful visual and functional connection between the edge of the City Centre and its core. It is noted that development within the vicinity of First Street has extended the city centre core southwards, bringing First Street closer into the heart of the City.

The guiding development principles established in the 2015 FS SRF were carried forward into 2018 update. However, the quantum of commercial floorspace envisaged for the area increased. The SRF identified that 2.47 million ft² of commercial office floorspace would be delivered within the area.

Guiding development principles for the PDS are identified within the SRF. It establishes that *'alternative uses, including residential, will only be deemed appropriate where they are demonstrated to facilitate delivery of commercial office floorspace, which should remain the predominant use on the plot; and where they meet the Council's planning and regeneration policies and objectives and complement the emerging context in this part of the area'*⁷⁰.

First Street Strategic Regeneration Framework, Medlock Sites, Addendum July 2020

Further guiding development principles established for sites to the west of Medlock Street within the FSC were endorsed through the adoption of the 2020 FS SRF Addendum.

The aspirations of sites to the west of Medlock Street are now being realised. The first scheme to obtain planning consent, following endorsement of the 2020 FS SRF Addendum, to the west of Medlock Street comprises the demolition of the City Road West office building and the erection of two commercial buildings of 11 and 14 storeys in height⁷¹ which was granted planning permission in January 2021.

For the PDS the principles established reflect appropriateness of alternative uses. It recognises that the site could also accommodate taller buildings either for residential or hotel use, maximise active frontages, creating an address along Medlock Street, and reflect the prominence and landmark status as an arrival point in the city centre.

The site-specific principles and guidance set out within the addendum provides a clear understanding of the expectations for an appropriate development on the PDS. The principles identified are:

- The site could accommodate a large-footprint office building which should address the wider First Street masterplan.
- The site could also accommodate taller buildings either for residential or hotel use, reflecting its prominent location on the Mancunian Way and at the entrance point of the city centre;
- Height and massing should be distributed across the site according to the townscape analysis and consideration of the Council's tall buildings policy, relationship to and impact on nearby properties and creating interest along the Mancunian Way corridor.

⁷⁰ First Street, Manchester Development Framework Update 2018, para 3.31, page 24.

⁷¹ LPA Ref: 128002/FO/2020

- There is an opportunity for the development to be outward-facing, maximising active frontages, creating an address along Medlock Street and enhancing the townscape when approaching from the roundabout to the south.
- The site layout should enhance the quality of routes along Medlock Street and River Street, create opportunities for new public spaces, and facilitate east-west connections to help integrate Great Jackson Street and First Street Development Areas.
- Redevelopment should facilitate enhancements to physical and perceptive connections between Hulme to the south of the Mancunian Way and the city centre. This should include integrating with changes to the Princess Parkway roundabout and repairing the urban fabric when entering the city from the south.
- Public spaces will be provided on the site by allowing sufficient space to the north and east to create entrance plazas.

A series of critical urban design criteria for the PDS is also established. This includes (but is not limited to) identifying that: car parking provision should reflect the highly accessible nature of the location; the need to deliver office buildings that are flexible in nature with generous floorplans, office spaces should be consisted of contemporary well-designed developments spaces; residential development of a significant scale would be acceptable where the building forms part of a cluster of tall buildings and provides a city scale approach; appropriate façade treatments are used reflecting the prominence and land mark status as an arrival point in the city centre; and, neighbour amenity should be respected.

The site specific principles and guidance set out within the 2020 SRF Addendum provides a clear understanding of the expectations for an appropriate development on the PDS.

More broadly, the general principles for First Street set out within the 2020 SRF Addendum reflect the City's enhanced emphasis on climate change and Green and Blue Infrastructure.

New developments will be required to effectively support the Council in achieving its 2028 Zero Carbon target by considering how they best minimise their impact on climate change.

The key development principles relating to the areas Green and Blue Infrastructure include delivering enhanced green infrastructure including street trees and soft landscaping where possible; requiring planning applications to be supported by a robust Green and Blue Infrastructure Statement; and, improving connections east to west.

Oxford Road Corridor Strategic Spatial Framework Area (March 2018) & Oxford Road Corridor Strategic Regeneration Framework (SRF) Guidance (2019)

The Oxford Road Corridor Strategic Spatial Framework Area, endorsed by MCC in March 2018 recognises Corridor Manchester as the most economically important area of Greater Manchester. In order to ensure this area reaches its full development potential and contributes to the economy of Manchester, the Spatial Strategic Framework (SSF) was prepared for the Corridor seeking to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The SSF recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. The development programme plans to deliver over 4 million sq ft of high-quality commercial, leisure, retail, and residential space.

Subsequently, a further SRF was adopted by MCC in November 2019, the SRF guidance builds on the success of the Corridor and seeks to support the major institutional partners and their investment programmes and support private sector investment which has the scope to be realised within the Oxford Road Corridor.

Whilst the SRF relates to development principles for four key sites within the corridor⁷², it is underpinned by the realisation that there is a finite resource of developable land available within the Oxford Road Corridor and an understanding that the available space must be utilised to properly leverage the important economic advantages and agglomeration opportunities associated with the Oxford Road Corridor. The SRF recognises this and states that:

“the likelihood is that, over the next 10 years space to grow is likely to become more and more of a significant challenge. This could not only limit the future growth potential of the Oxford Road Corridor Institutions and their drive for excellence, but also the scope for the City to attract new added value businesses and continue the significant employment and economic contribution that it makes to Manchester and the City Region”⁷³.

The Oxford Road Corridor Strategic Regeneration Framework Guidance reflects on Manchester’s Core Strategy Policy H12, in the recognition that the City holds potential for the provision of new PBSA as a means of encouraging students to choose managed accommodations over mainstream housing and Houses in Multiple Occupation (HMOs), in order to create more flow in family housing and to create an easier management of student populations.

Supplementary Planning Documents

Guide to development in Manchester SPD

The Guide to Development in Manchester SPD was adopted in April 2007. The document recognises the importance of design in delivering sustainable developments across the city. The SPD provides a set of reasoned principles to guide developers and designers in terms of the development Manchester desires.

Additional Guidance Documents

Green and Blue Infrastructure Strategy (2015 – 2025)

The Green and Blue Infrastructure Strategy for Manchester was published in 2015, and outlines how existing and new green and blue infrastructure (GBI) will need to be an integrated part in the growth of Manchester. This is set out across four key objectives, which seek to improve the quality and function of existing GBI, to use appropriate GBI as a key component of new developments to help create successful neighbourhoods, to improve connectivity and accessibility to GBI and to promote a wider understanding and awareness of the benefits of GBI.

Our Manchester Strategy – Forward to 2025

The Our Manchester Strategy document sets out a vision for the city will be viewed by 2025. The document details goals of sustainability, the creation of connections, low-carbon futures

⁷² Upper Brook Street, Former Elizabeth Gaskell Campus, Wilmott Street and Birchall Way

⁷³ Oxford Road Corridor Strategic Regeneration Framework (SRF) Guidance (2019) (page 6)

and equitability. The strategy identifies a number of priorities for the City including educational outcomes; population increases; employment opportunities; economy; and infrastructure, with equality and inclusion as a cross-cutting theme.

Manchester Climate Change Framework (2020 – 2025)

The Manchester Climate Change Framework was published in February 2020, and acts as Manchester's high-level strategy for tackling climate change. The overall aim of the framework is for Manchester to play its 'full part' in limiting the impacts of climate change and creating a healthy, green, socially just city where everyone can thrive, taking action on six priority areas. One of the six priority areas identified is buildings (existing and new), whereby it is outlined

that new developments in the city should be built to operate on zero carbon standards, with a view that all development should be zero carbon by 2023. The framework also highlights the need to increase active travel and public transport use, whilst decreasing the use of private vehicles (and ensuring that these private vehicles are electric).

Appendix 4: Full Planning Application History

November 2023

Site Planning History

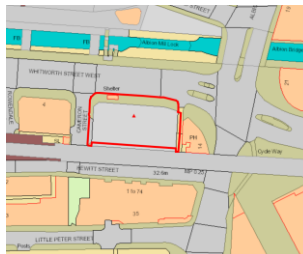
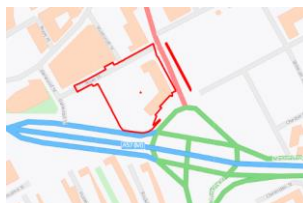
Development	Planning Reference	Summary of Development	Distance from Site	Planning Status
Hotspur Press 2 Gloucester Street Manchester M1 5QR	120635/FO/2018	Part demolition and redevelopment and part retention and refurbishment of the former Hotspur Press Complex (Medlock Mill) to deliver 171 residential units (10 no. 1 bed, 1 person apartments, 49 no. 1 bed, 2 person apartments, 2no. 2 bed, 3 person apartments and 110 no. 2 bed 4 person apartments) - Use Class C3, within refurbished mill space and 28 storey building (including two levels of basement), commercial floorspace (Use Classes A1 (shop), A2 (financial and professional services), A3 (restaurants and cafes), B1 (office), D1 (medical clinic, health centre, art gallery and museum only) and / or D2 (gymnasium or bowling alley only) together with servicing, access, landscaping including a new public space and pedestrian route between Gloucester Street and First Street, and other associated works		Approved 30.10.2020

Surrounding relevant planning history (scope from Oxford Road to Deansgate South)

Development	Planning Reference	Summary of Development	Distance from Site	Planning Status
One City Road 1 City Road East Manchester M15 4PN	128002/FO/2020	Full Planning Application for demolition of existing structures on site, erection of one 11-storey plus basement office building (Use Class E) and one 14-storey plus basement office building with ground floor commercial unit (Use Class E), landscaping, highways works, and associated works.	20 m 	Approved 26.01.2021
Plot 9 First Street Manchester M15 4FN	132600/FO/2021	Erection of a nine-storey building with rooftop plant and basement comprising office accommodation (Use Class E(c)) with ancillary facilities for occupiers including roof top terrace, winter gardens, gym/ yoga	25 m	Approved 14.04.2022

		studio, basement car parking (26 spaces) and cycle parking (130 spaces) landscaping and other associated works		
Land Bounded By River Street To The North, Plot 10 To The East, Hulme Street To The South And Medlock Street To The West Manchester	125833/FO/2019	Erection of a basement plus 11-storey building comprising office accommodation (Use Class B1), flexible commercial space (Use Classes A1 (Shops), A2 (Professional and Financial Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), B1 (offices), and D2 (Gymnasium), car parking, cycling parking and associated facilities, landscaping, and associated works	30m 	Approved 15.04.2020
Plot 11 First Street Comprising Land Bound By Hulme Street To The North, Wilmott Street To The East, The Unite Parkway Gate Development And Mancunian Way To The South, And Medlock Street To The West Manchester	125573/FO/2019	Construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works.	45 m 	Approved 09.03.2021

First Street South (Plot 8)	115206/NMC/2017	Non Material Amendment to Planning Permission 111170/FO/2016/C1 to reduce proposed 26 storey Block 3 to 25 storeys, reduce proposed 23 storey Block 2 to 22 storeys and increase 8 storey Block 4 to 9 storeys. Reduction in floor to floor heights across all blocks by 75 mm, retaining floor-ceiling height of 2.5m. Removal of Building Maintenance Units in Blocks 1 and 4, minor changes to the apartment mix and minor elevational changes.	65m	Approved 03.02.17
First Street Manchester M15 4FN	111170/FO/2016/C1			Approved 30.03.16
Plot F Great Jackson Street Manchester M15 4AX	132199/FO/2021	Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.	100 m	Approved 01.07.2022
				
Land Bounded By River Street To The North, River Street And Vacant Lane To The East, Hulme Street To The South And Plot 10A Of The First Street Masterplan To The West Manchester	136170/FO/2023	Erection of 14-storey building comprising purpose-built student accommodation (PBSA) (Sui Generis) and ground floor Food Hall (Sui Generis Use), and other associated works including external amenity spaces, public realm, secure cycle parking, access and servicing arrangements (Plot 10B)	160m	Approved 25.07.2023
				
Land Bounded By River Street To The North, Plot 10B To The East, Hulme Street To The South And The Development Plot 9A To	136043/FO/2023	Erection of 13-storey office building (Use Class E) with associated public realm, external roof terraces (floors 11 and 12) and other associated works including external amenity spaces (Plot 10A)	175m	Approved 12.05.2023
				

The West Manchester				
Olympia Trading Estate Great Jackson Street Manchester M15 4NP	116850/FO/2017	Demolition of the existing buildings on the site and construction of three residential buildings, 32, 26 and 18 storeys in height, comprising a total of 399 residential units (C3) and 50 retirement living units (C2) with roof top ancillary restaurant; 675 sqm of commercial floor space (Use Classes A1, A2, A3, A4, B1, D1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements; and other associated works.	240 m 	Approved 03.05.2019
10-12 Whitworth Street West Manchester M1 5WY	111003/FO/2016 /C1	Demolition of existing building at 10 - 12 Whitworth Street West, and redevelopment of the site for a new 35 storey residential building (Use Class C3) comprising 327 apartments, with associated residents' services, facilities and communal spaces: servicing, highways, public realm and associated works.	260 m 	Approved 11.04.2016
John Dalton West / John Dalton Tower Chester Street Manchester M1 5GD	125799/FO/2019	Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.	340 m 	Approved 12.03.2020
One Medlock Street	135419/FO/2022	Demolition of the existing hotel building and structures and redevelopment of the site to comprise two separate buildings: one 13 storey office building with commercial unit (Use Class E) at ground floor; a part 11, part 38 storey building comprising 1,014 purpose built student accommodation units (sui generis) with ground floor office/community uses (Use Class E, F1 or F2); and associated ancillary internal and external amenity space, hard and soft landscaping and associated highway works.	340m 	Approved 07.11.2022

Land Known As Birley Plot E Stretford Road Manchester	120896/FO/2018	Construction of a part 6, part 11 and part 16 storey building comprising 491 student bedspaces (sui generis), amenity space, cycle parking, landscaping, and associated highways work.	350 m 	Approved 09.10.2018
Land At Deansgate South Manchester	129406/FO/2021	Full planning permission for a 28-storey purpose built student accommodation building (Sui Generis)	355 m 	Appeal allowed 04.06.2021
Former BBC Site New Broadcasting House Oxford Road Manchester M60 7HB	116450/FO/2017	Resubmission of application ref no 111026 (as amended by 116413/NMC/2017) (Blocks 5 and 6) to incorporate amendments comprising additional floor of accommodation (now 37 storeys but overall height of tower element reduced 0.5m) and changes to number (6 additional) and mix of apartments. Original consent for Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses and lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping)	365m 	Approved 12.09.2017
Part Of Plot C And Plot E Great Jackson Street Manchester M15 4NP	137226/FO/2023	Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment	610m	Validated 26.06.2023 Awaiting decision

		(Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.		
Land Bounded By Trumpet Street, Albion Street & Great Bridgewater Street Manchester M1 5LE	133172/FO/2022	Erection of a 26 storey residential tower for 72 apartments (Use Class C3) with associated car parking, cycle parking, servicing, and associated landscaping works.	320 m 	Validated 09.03.2022 Awaiting decision
34 Great Jackson Street Manchester M15 4NG	129273/FO/2021	Demolition of existing structures and the construction of two residential buildings of 56 storeys (plus basement and roof plant) (use class C3), with ground floor commercial uses (use class E), car parking, cycle provision, landscaping, access and other associated works	270 m 	Validated 09.03.2021 Awaiting decision

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